

INTIMATIONS.

BROWN, JONES & CO.
MONUMENTAL SCULPTORS.
AMERICAN MARBLE.
ITALIAN MARBLE.
HONGKONG GRANITE.
Designs and Prices on application.
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SCOTCH WHISKY

A—THORNE'S BLEND, White Capsule, 1 doz. \$10.80
B—WATSON'S GLENROCHY, MELLOW BLEND, Blue Capsule, with Name and Trade Mark 10.80
C—WATSON'S ABELOUR GLENLIVET, Red Capsule, with Name and Trade Mark 12.00
D—WATSON'S H.K.D. BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule 14.40
E—WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY, Gold Capsule 15.00
THORNE'S BLEND and WATSON'S GLENROCHY are high class Soda Whiskies, of greater age than most brands in the market.
ABELOUR GLENLIVET is a very old Peat Whisky (smoky) and could not now be replaced in stock at the price.

D is well known for its fine flavour.
E is of superb quality and pronounced by leading local connoisseurs to be the best brand in the Hongkong market.

A. S. WATSON & CO., LIMITED
WINE AND SPIRIT MERCHANTS.
Established A.D. 1841.

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to The Editor.
Correspondents must forward their names and address with communications addressed to the Editor, not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.
Orders for extra copies of *Daily Press* should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for cash.
Telegraphic Address: PRESS—A.B.C. Code.
P.O. Box 33. Telephone No. 12.

The Daily Press.

HONGKONG, July 12th, 1900

The decision of Sir JOHN WORRELL CARRINGTON, Kt., the Chief Justice of this Colony, in Bankruptcy Jurisdiction *In re King Hing Shing Kee ex parte Albert Ah Wee*, is most momentous in its results. For a long time the public of Hongkong and merchants in particular have been under the impression that Chinese shopkeepers and traders, carrying on business in this Colony and whether resident here or not were liable, on an act of bankruptcy being committed by them and as defined in section 4 of the Bankruptcy Ordinance No. 20 of 1891, to suffer the pillory of the Bankruptcy Court and if need be the severe penalties that may be inflicted therein; just as any other ordinary subject of Her Majesty the Queen. But in this respect it appears that the general mercantile community are greatly mistaken, for a Chinaman non-resident in the Colony although carrying on business here is above and beyond our Bankruptcy law and is allowed to defeat and hinder his creditors at his own sweet will.

The case of the *King Hing Shing Kee ex parte Albert Ah Wee* is destined to be productive of further results, either by the alteration of the now existing law or by further complications on the learned judgment delivered here. The facts of the case appear to be as follows:—

On the 28th March, 1900, the petitioning creditor ALBERT AH WEE petitioned the Court for a Receiving Order of the Estate of the Debtor. Firm, alleging that within four months before the presentation of his petition each of the eight partners of the debtor firm had departed from his dwelling house or otherwise absented himself, or had begun to keep house with intent

to defeat or delay his creditors. The Petition followed closely the wording of Ordinance No. 20 of 1891, section 4, and a more flagrant act of bankruptcy as defined in this section, if true, it would be difficult to conceive. But at this stage of the proceedings Mr. RASON appeared for four of the Debtor partners and filed a Notice of Motion that the Creditor's Petition be dismissed on the ground that his Clients are Chinese subjects, domiciled and resident in China, out of the Jurisdiction of the Hongkong Court, and therefore the Court of Bankruptcy had no jurisdiction over them. One of the absentee partners on affidavit went further and declared that none of the four partners referred to had within a year next preceding the presentation of the Petition by Mr. A. A. WEE ordinarily resided in Hongkong, and that none of them had within four months before that date committed any act of bankruptcy. The Notice of Motion was duly heard and Mr. RASON quoted numerous cases on the question of service out of the Jurisdiction and relied strongly on the cases *In re Savers Ex parte Blain*, *In re Pearson*, *Ex parte Pearson* (1892) and *In re A. B. and Co.* (1900) to establish the non-responsibility and freedom from process of his Chinese Clients.

It is not our intention to wade through all the intricacies of the Bankruptcy Law involved in these cases, wherein it was ruled that no foreigner resident without the jurisdiction of the English Courts could be declared a bankrupt according to the English law, although he might have property upon British soil. His Lordship the Chief Justice in his learned judgment briefly summarized the effects of these decisions in the following words:—"The effect of these decisions is that a foreigner who is resident out of the jurisdiction of the English Courts cannot be made a bankrupt unless he has committed 'an act of bankruptcy in England'; that the word 'a debtor' in the Act must be taken to mean a debtor properly subject to the English Bankruptcy Laws; that 'section 6 of the Act does not come into operation unless the debtor is within section 4'; and that if the case is within section 4 'it must also be brought within section 6.'"

When for sections 4 and 6 of the English Bankruptcy Act we read sections 4 and 6 of the Bankruptcy Ordinance No. 20 of 1891, with some slight modifications on section 6 of our local ordinance, we have a clear exposition of the local bankruptcy law with respect to foreigners as it stands at present.

We cannot help but discern in His Lordship's judgment that he is forced by the decisions in the above cases to certain conclusions and we surmise that it is the acumen of the lawyer combating with the man of sound common sense, for *In re A. B. & Co.* Sir JOHN W. CARRINGTON quotes the judgment on the appeal of Lindley, Master of the Rolls:—"I will not say what view I might have been inclined to take if it were not for the previous decisions of this Court which are binding upon us. But having regard for these decisions I think this appeal must fail." *In re A. B. & Co.* is still undisposed of and will shortly be heard on appeal before the House of Lords. Let us hope that the House of Lords will take a commonsense view of the position of foreigners trading in Britain and submit them to the same jurisdiction as British subjects are forced to obey. But while perhaps there may be some difference of opinion as to the advisability of altering the Bankruptcy Law with respect to foreigners trading in England; inasmuch as, compared with the general body of the population, they are comparatively few and even if they intended to defraud their English creditors the amount of mischief done would be relatively small, to say nothing of the fact that in the cases above quoted the foreigners involved belonged to highly civilized states, and doubtless, if the English Bankruptcy Law was found insufficient to protect English creditors, other machinery, although elaborate, could be put in motion; yet we maintain that in a Colony like Hongkong, so near and accessible to the frontiers of China—at the best a semi-civilized and Asiatic state, the Bankruptcy Law of England as applied to foreigners or too close a similarity of the same, is unsuited to the requirements of this Colony or for the well-being of its commercial credit.

The European Merchants of Hongkong form a very small minority among an alien and Asiatic population. They must be protected as trustful creditors by every means at the disposal of the Hongkong Government, and, as Sir JOHN W. CARRINGTON has shown in his recent judgment that the Bankruptcy Law is weak, it is imperatively necessary at the earliest conceivable date to strengthen the position of honest and industrious creditors like Mr. ALBERT AH WEE by improved legislation, and so strengthen commercial credit by bringing within the scope of the Bankruptcy Law of this Colony those Chinamen, partners in existing Chinese firms of Hongkong but resident beyond its jurisdiction, who are prepared to take every share in the profits of local firms, but when their firm is in difficulties decline to assume any of its responsibilities.

In the 24-hours preceding noon yesterday there were reported eight fresh cases of plague and nine deaths.

Feeling almost overcome by the heat, a Chinaman at Cheung Chau on Tuesday procured some herbs with the object of making himself a cooling drink. He made a decoction and found out when it was too late that he had made a mistake, having got hold of some poisonous herbs. He died before assistance could reach him.

One of the boy gardeners in the employ of the Botanical and Afforestation department was charged at the Magistracy yesterday with stealing 50 feet of hemp rope, and a marine hawk to whom it was sold was charged with receiving stolen property. The former was sentenced to two months' hard labour and the latter was fined \$25 or six weeks.

The other week three men attacked a party in a sampan in Kowloon Bay and so battered one of the occupants—an old man—that he has not been able to leave the Hospital yet. One man was caught, and was discovered to be a man who had been banished. He was accordingly severely dealt with, being sentenced to twelve months' hard labour for returning from banishment and six months for being concerned in the attack on the sampan. The other two men have now been arrested and were brought up at the Magistracy yesterday. One of the occupants of the sampan came across one of the two at Hung Hom. She informed a Chinese constable and the man was arrested. Subsequently, in consequence of a statement made by him, the other man was secured.

Towards the latter end of last week a man named Lai Sam was lodged in gaol on a charge of being a member of a Triad Society. He was remanded until yesterday, when, however, he was dead and buried. At the enquiry Dr. Thomson said the deceased was admitted to the Hospital at nine o'clock on Monday morning. He was very much emaciated and suffering from a long-standing cough and expectorating blood. He diagnosed chronic tubercular disease of the lungs, and the man was retained in Hospital. He seemed to improve during the day, but at half-past five on Tuesday morning the hospital warder found him in a dying condition, and he died a few minutes later. On making a post mortem examination the doctor found extensive tubercular disease involving both lungs. The cause of death was pulmonary tuberculosis. A verdict to the effect that death was the result of natural causes was returned.

Mr. Hazeland has held an enquiry touching the death of the seven persons who lost their lives through the land-slip at West Point last week, when several houses in New Street collapsed and the inmates were buried in the debris. Evidence of identification was given and Dr. Thomson, who made the post mortem examinations, deposed that suffocation was the cause of death in each case. Isidore Xavier said:—"I am assistant engineer in the Public Works department. I went down to see the accident on the morning of the 2nd inst. at 3.30. I found that a great mass of decomposed granite with boulders and earth weighing about 500 tons had detached itself from an almost perpendicular bank of 80 feet in height at the back of Nos. 4, 6, and 8, New Street. It smashed the main back-wall and strained the whole of the houses opposite to such an extent that all the party and front walls are cracked and remain a danger to the public at large. We have served notices on the owners to have them pulled down or shored up. Above this bank and about 30 feet from its edge is the building of the Chinese Chamber of Commerce. On examination I found that about half the rain-water from the roof of the Chinese Chamber of Commerce building and the compound comes down the face of this bank. This no doubt caused the slip, the water finding its way between the mass of decomposed granite and the earth. The enquiry was closed. Mr. Hazeland will make his report to the Attorney-General."

The Hongkong Volunteer Corps has sustained a serious loss by the death of Sergeant-Major Watling, who has been connected with the Corps since 1893. Mr. Watling had not been well for some time, being subject to acute attacks of malaria fever. Quite recently he was a patient in the Peak Hospital, but last week he was going about the city. On Sunday, however, he was removed to the Government Civil Hospital. An acute attack of pneumonia superadded, and early yesterday morning he died. He was 38 years of age and leaves a widow and four children. Before coming to Hongkong Mr. Watling was in the Royal Sussex Regiment, with which he saw service in India. He purchased his discharge and came to Hongkong as a clerk in the Army Service Corps. In May, 1893, the deceased joined the Volunteer Corps as a gunner in the Field Battery, being promoted to the rank of corporal a few days later. On 25th November he was made Sergeant, and on 6th October in the following year was promoted to Battery Quartermaster Sergeant. On 1st January, 1899, he was elected Corps Quartermaster Sergeant and on the reorganization of the Corps was made Sergeant-Major. His remains were interred at Happy Valley yesterday afternoon in the presence of a large number of members of the Volunteer Corps, the Commandant (Lieut.-Col. Sir J. W. Carrington, Kt., C. M. G.), the second in command (Major A. Chapman), and the Acting Adjutant (Lieut. A. Stewart) being among those present. The band of the R. W. F. was also in attendance. The Rev. G. J. Williams was the officiating minister. Three volleys were fired over the grave, the firing party containing representatives of all the different units in the corps. After the funeral the Commandant delivered an appropriate address at the Volunteer Headquarters touching on the deceased's good qualities and expressing the opinion that it would be difficult to fill his place.

The English Mail of the 9th June was delivered in London on the 9th inst.

The German gunboat *Itle* was due at Shanghai on the 7th inst. and preparations were being made to give her a suitable reception.

The Emperor of Japan has conferred upon M. Delcassé, French Minister for Foreign Affairs, the Grand Cross of the Order of the Rising Sun.

Sir William Vernon Harcourt is reported by the *Daily Telegraph* to have decided not to seek re-election to the House of Commons, owing to advanced age and failing health.

News was received at Shanghai on the 6th by Messrs. Butterfield and Swire of the death from fever in hospital at Chefoo of Mr. L. J. Hughes, master of the Chinese Navigation Co.'s steamer *Tungchow*.

At Tientsin, on the 1st inst., Mr. C. W. Campbell, Consul at Wuchow, who accompanied Admiral Seymour's relief expedition, was sniped, and slightly wounded in the left foot, the bullet passing through.

It is reported that the foreign residents of Amoy have passed a resolution to apply, in case of emergency to the Japanese authorities for protection. Troops from the Formosan garrison are ready to start at a moment's notice.

The U. S. transport *Logan* left Nagasaki harbour on the afternoon of the 3rd inst. for Taku. On the 4th the cruiser *Brooklyn* arrived at Nagasaki from Hongkong, and taking in coal and stores prepared to leave on or about the 8th. Another U. S. first-class cruiser, the *Oulga*, 7,000 tons, is said to be coming to Nagasaki from the States via Yokohama.

With reference to the report of the 6th inst. that Consul-General Warren at Shanghai had confirmed the rumour of the Peking massacre, our contemporary the *China Mail* published last night the following telegram, dated Shanghai, June 11:—"Editor *China Mail*, Hongkong.—Your issue of July sixth not true that I confirmed news as therein stated. I have no authentic news regarding British in Peking. Please publish this immediately.—WARREN, Consul-General."

At a meeting of Kowloon members of the Volunteer Corps held on Tuesday evening, Sir John Carrington (Commandant) presiding, the advisability of having drills on the Peninsula and arranging for suitable premises as a depot was considered. Lieutenants Sayer and Skinner, Sergeants Smythe, Rutter and Graham, Corporals Ritchie and Hursthouse and Privates Stewart and Emmett were appointed a committee to draw up a detailed scheme and circulate it for further consideration.

Preparations are being made at Macao for a special dinner and a grand Ball to be given at the "Club Union" for the reception of the new Governor H.E. Snelior Horta e Costa at a date to be duly notified hereafter. It is hoped that both dinner and ball will be a great success, as Mr. Carlos d'Assumpcao, the President of the Club, is energetically directing all the arrangements for the occasion, with the aid of the other members of the Committee. It is also said that a grand Ball will take place at Government House on the arrival of the Governor.

Mr. Consul Wilkinson in his report on the trade of Ningpo for 1899 gives the gross value of the trade for the year at HK. Tls. 16,365,432, imports reaching HK. Tls. 12,051,081, and exports HK. Tls. 4,314,351. The total trade falls short of that of two years only, 1895 and 1896, while imports are the highest on record. "In other words the loss to Ningpo consequent on the opening of Hangchow as a treaty port (October 1, 1896) has already almost been made good." Of the total value of £1,707,236 for imports to Ningpo during the year, British possessions claim £56,642, other foreign countries £70,193, and Chinese ports £1,580,401. "British Possessions," explains Mr. Wilkinson, mean, in this case, Hongkong only; "the goods there carried were chiefly, if not entirely, sugar—sugar produced for the most part around Swatow, but gaining by manipulation in Hongkong the privileges of a foreign article." The other foreign countries were Formosa (sugar), and Japan (coal). "Chinese ports" practically mean Shanghai, which supplies the great bulk of Ningpo's imports. The imports of sugar has increased both in quantity and value since 1898; brown shows 178,319 cwt. against 136,307, white 42,083 against 37,230, and refined 124,722 against 104,644. Medicines remain at a high figure; tobacco, oil, and wax show fair increases. Rice has fallen to a third of the quantity imported in 1898—a good sign, for Ningpo has only to import largely in bad years. Cotton piece-goods in 1899 only fell a little short of the record year, 1896. English, Indian, and Japanese yarns all advanced. Woollens reached the highest figure since 1892, though still of no great value. Exports showed a steady improvement, though the opening of Hangchow has made a great difference to Ningpo. The transit trade inland continues to increase. In shipping, the British merchant fleet numbered 170 steamers of 214,322 tons. Japan had 136 vessels and Germany one. Chinese shipping continues to gain on British, but with the actual working and extension of the inland waters concession affairs will change. The attempts to open mines have been successfully resisted by the natives, and the Ningpo-Hangchow-Shanghai railway is still in the air. The chief local improvement is the opening of a band on the south-east face of the settlement.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 11th July, 10.34 p.m.

NO AUTHENTIC NEWS.

There is no authentic news to hand about Peking. Newchwang is expected to be attacked by the Chinese.

LONDON, 10th July, 7.50 p.m.

JAPAN IMPOSES NO CONDITIONS FOR AID IN CHINA.

Mr. Brodriek has announced in the House of Commons that Japan imposed no conditions in undertaking to despatch a force to Peking.

THE WAR IN SOUTH AFRICA.

LONDON, 10th July, 7.50 p.m.

SURRENDER OF TRANSVAAL OFFICIALS.

The officer commanding at Heilbron reports that the Transvaal Secretary of State, the Attorney, and other Boer officials have surrendered to the British.

REUTER'S SERVICE.

LONDON, 9th July.

DEPARTURE OF THE GERMAN SQUADRON FOR CHINA.

The Emperor of Germany went on board the flagship of the squadron sailing for China at Kiel and delivered a farewell address to the officers and men.

THE WAR IN SOUTH AFRICA.

General Buller has occupied Dornberg, a group of kopjes near Wimbarg, from which the Boers have been frequently harassing our convoys.

THE CRISIS IN CHINA.

MORE TROOPS FOR THE NORTH.
Another troopship—the *Palamedes*—arrived from Calcutta yesterday with the right wing of the 7th Bengal Infantry (360 rank and file) and details. She left for the north at about six o'clock in the evening.

Colonel Bertie will probably leave for the north on Saturday.
The *Arcturion*, from the Pacific, has been ordered to China. She is a 2nd class cruiser of 4,300 tons displacement, launched in 1882, has deck armour of 1½ in., ten 6 in. Q.F. guns, eight 3 pr., six muzzle-loaders, two light guns, and four torpedo tubes. Her speed is 16½ knots.

JAPANESE STEAMERS CHARTERED.
The Japanese Government have chartered close on 20 steamers for transport purposes. Among these is the *Hinghai Maru*, which left Hongkong for Japan on Tuesday.

NEWS FROM THE NORTH.
The *N.C. Daily News* Tientsin correspondent sends via Chefoo details of the bombardment and relief of Tientsin. The news is considerably delayed by having to travel by the roundabout route. The first letter in our contemporary's issue of the 7th inst. is dated Tientsin, 28th June, and reports that Tientsin had all the appearance of a besieged town. Provisions were scarce, buildings ruined, the improvised hospitals full of sick and wounded, and there were no native servants. Sniping was constantly going on.

THE FIGHTING.
The bombardment lasted six days, from June 17th to 23rd. The relieving force of 300 British and 1,700 Russians fought their way from the point at which the railway was interrupted. Three miles from Tientsin they met the American relief force which had started, 300 strong, three days previously. They were in the direst straits, but now, uniting the forces, the combined troops succeeded in reaching Tientsin. The Chinese attacking forces numbered 12,000, of whom the majority were General Nieh's foreign-drafted men from Lutai, who are well armed with Mausers and artillery. This artillery was posted at a fort in the native city at Tientsin, which had been built unknown to the foreign attaches and commanded the foreign settlements. This fort contained a big gun, called by the Europeans during the bombardment the "Empress Dowager," and three smaller guns. The "Empress Dowager" fired about 500 shots, and no house escaped damage. Only three civilians were killed, however. One day there was continuous bombardment for twelve hours, and the women and children were sheltered in the Gordon Hall and the cellars of the neighbouring houses. The hardest fighting took place at the Railway Station, where, of 2,000 Russians engaged, 500 were wounded and killed on the 18th of June. A force of 500 Russians went to the relief of 200 of their comrades, who were a few miles out on the railway. They were

unsuccessful, and returned on the 20th of June, fortunately just in time for the important battle at Tientsin.

The Chinese are showing a determination and resource with which they have not previously been credited. They almost overcame the defenders.

ADMIRAL SEYMOUR'S RETURN.
Directly Tientsin was relieved preparations were made to aid Admiral Seymour. On the morning of the 25th June 1,000 mixed troops, under a Russian colonel, marched to Heikow, ten miles north of Tientsin, where Admiral Seymour occupied the Arsenal. This Arsenal was at once destroyed. It was found to contain millions of cartridges, thousands of arms, and even surgical bandages. Next morning (26th) Admiral Seymour entered Tientsin again. He had lost 60 killed. The number of wounded was 210, who were suffering greatly. They had to be carried on improvised stretchers, made of rifles and sticks. Altogether there are 500 wounded in the hospitals of Tientsin now. The Queen's Jubilee Hospital, being in an exposed position in the Extra Concession, is useless.

PEIYANG ARSENAL TAKEN.
On the 27th it was decided to take the important Peiyang Arsenal, three miles from Tientsin. A force of English, Russians, French, Italians and Germans, to the number of about 3,000, were concerned in the attack which lasted five hours. The magazine was finally destroyed. The Chinese are now unable to obtain ammunition, except from Nanking, Shanghai and Poochow. In this action about 70 were wounded, and twelve killed, principally Russians.

THE POSITION.
The present position is that the native city is half burnt, while the French Settlement has suffered most during the bombardment, owing to its exposed position. In the district near the Railway Station the inhabitants are principally Chinese, and in consequence it was deemed necessary, as a measure of safety, to burn the houses.

The river, which is the source of the European water supply, is filled with corpses. There has been no rain, and there are no crops. There is every prospect of pestilence and famine.

THE POSITION AT PEKING.
The *N.C. Daily News* Tientsin correspondent on the 28th reports the arrival of a native courier from Peking, who bore the following letter, addressed to the officer commanding any European troops:—

"Besieged in British Legation. Situation desperate. Make haste. Sunday, 4 p.m."

"R. HART."
The last two words are doubly underlined and are followed by notes of explanation, and the two preceding words underlined once. When questioned by Captain Wingate, the Intelligence Officer, the courier said the message referred to last Sunday (24th June).

He went on to say that five or six days before his departure the German Minister and the German Interpreter, as they were proceeding to the Tsungli Yamen, were attacked by Chinese soldiers. The Minister received four wounds, but managed to reach the yamen. There he was subsequently found dead by the German troops sent to the rescue. The Interpreter was wounded.

IN THE BRITISH LEGATION.
All the civilians were inside the British Legation. The women and children being unhurt. Provisions, however, were scarce, and ammunition extremely so. One British officer and six men were wounded, and five soldiers killed, while the Italians, Dutch, French, and Russians lost one man killed of each nationality, and several wounded.

THE GATES OF THE CITY.
Only the English, French and German Legations were unhurt. Nearly all the houses in the Chinese city had been destroyed. The inner gate of the Imperial city had been captured by Boxers. The central gate of the Tartar city was held by Germans, with two guns captured from the Chinese. The other gate was occupied by Chinese also with guns.

It was reported that there were 20,000 troops under Tung Fu-shiang between Peking and Tientsin; also 10,000 men under Chen Tse-lin.

PRINCE CHING.
The Empress Dowager had fled to the Summer Palace, and there was no news of the Emperor. Prince Ching, with two or three thousand troops, was fighting the Boxers, who wished to capture him. Strangely enough it was reported that his rival, Prince Tuan, was helping him.

ANOTHER ACCOUNT.
The *Shanghai Mercury* correspondent confirms the item about Prince Ching. Writing on the 28th inst. he says:—
Prince Ching was exerting all his influence with a view to saving the lives of the Ambassadors from the attacks of the Imperial troops and Boxers. Three attempts upon them had already been repulsed with heavy losses. Some of the Imperial troops view the attacks upon the Legations with indifference. The sympathy of the merchant classes in Peking was generally with the besieged, who they were surreptitiously supplying with ample provisions. The internal affairs of the Palace were very much disturbed. Prince Ching had requested his own deputation rather than that the lives of the Ministers should be sacrificed, and was constantly warning the Empress-Dowager of the ultimate result of allowing them to be harmed.

PRINCE TUAN OBITUARY.
Prince Tuan has assumed all responsibility and says that he will desolate Tientsin and recapture the Taku forts. The Empress-Dowager had been compelled to return to her Palace. She, with Prince Ching, had become alarmed at the want of success attending their attempts to combat Prince Tuan's influence, and induce the Imperial troops to fire on the Boxers. The provincial-Chinese acknowledge a state of war and accept the position with characteristic indifference. Prince Tuan

spoke disparagingly of the Chinese soldiers hitherto engaged, and was confident that he was capable of retreating upon the Europeans.

THE SECOND ATTACK ON TIEN-TSIN.
The same correspondent writes:—With the object of drawing forth the Chinese snipers and small forces of the enemy in the immediate vicinity of the Tientsin Settlement, a combined reconnaissance was made yesterday morning, the 1st inst., by the allied Powers. A hundred Russians advanced two miles to the northward and stationed a small force to the north-east, about a mile dividing the two bodies. Owing to a misunderstanding between the Generals, the departure of other troops was delayed, with the result that the Russians were vigorously attacked by Imperial Chinese troops from the native city. The Russians, however, maintained their positions with few casualties until reinforcements arrived. In the meantime the Chinese bombarded the settlement with heavy guns posted upon the city walls, and shelling by the artillery lasted two hours, with, however, but slight damage to the foreigners. Whilst the attention of the Europeans was concentrated upon the action to the northward of the settlement and before their arrangements had been completed, large numbers of Chinese troops adroitly moved from the eastern part of the native city and opened a heavy rifle fire from impenetrable cover within a hundred yards of the French Settlement.

HEAVY FIRE AND SHOOTING—HONGKONG REGIMENT ENGAGED.

Heavy fighting occurred at the pontoon bridge on the occasion of the last attack, and this portion of the city is deserted. A few Russians under cover held the bridge in the teeth of continuous galling Chinese fire until the arrival of two more companies of Russians, when the Chinese gradually retreated towards the city, firing continuously but with little effect. The British and other force had taken protective positions and were unable to reply owing to the invisibility of the enemy, who were hiding behind the salt stacks which lined the opposite bank of the river. Late in the afternoon the firing abated, but sniping continued, one civilian being injured. The Hongkong Regiment and Japanese troops inflicted loss on a small number of Chinese hiding in a neighbouring village. The Russian casualties were heavy, and those of the enemy slight, no British loss being reported.

LARGE CHINESE FORCES.
The above movement on the part of the Chinese confirms the presence of large numbers of them, as otherwise the attack would have been an absolute failure. The situation is obscure. The river is open from Taku. 1,200 additional troops, chiefly French and Annamites, have arrived.

A RUNNER AND SOME BUMBLES.
At some date between the 1st and 5th inst. it appears that a Chinese runner reached Tientsin who stated that at the time of his departure (the date of which is not given) Japanese subjects to the number of twenty-five, together with three hundred native converts, were occupying the residence of Prince Su, opposite the British Legation, from which it is separated by the river, and is distant about one hundred yards.

Among the rumours current is one that 100 modern Krupp guns are mounted on the walls of Peking. It is estimated that the Chinese troops massed at Tungchow, Peitang and Yangtzu total 50,000 men. A document has been found at Tientsin offering Viceroy Chang Chi-tung complete armaments and officers for an army corps for 245,000. The document was signed, "British Resident for East." The agent of the home manufacturers says that armaments and officers could be landed in four months, and would be on a war footing in eight months.

The alleged cause of the arrest of some of the influential Chinese at Tientsin, who have hitherto been regarded as friends to reform, is that they have been communicating with the enemy by means of carrier pigeons, evidently carefully trained for some time.

According to the *N.-C. Daily News* correspondent a censorship has been established over the messages of British newspaper correspondents, but not yet on those of others.

CONSULS' REPORTED ADVICE.

Japanese papers publish the following official telegram, dated Chefoo, 30th ult.:—"The foreign Consuls at Tientsin have advised their respective Governments to communicate to the Chinese Government in the following sense:—That in the event of any one of the foreign representatives in Peking receiving any injury, the troops of the allied Powers would be instructed to destroy the Imperial tombs in Peking." It is to be trusted that this threat is meant in *terrorem*, and that we shall not actually see a repetition of acts like the burning of the Summer Palace at Peking. The desecration of the Mahdi's tomb with Lord Kitchener's consent was a sufficiently barbarous act, but it had the justification that the tomb was certain to be used as a place of pilgrimage for left standing and would perpetuate the false prophet's memory. The destruction of the graves of the Chinese Imperial family will serve no such purpose and is not in act worthy of civilised nations.

KIAOCHOW.

An *Osaka Asahi* telegram from Shanghai on the 1st inst. gives the following account of disturbances in the neighbourhood of Kiaochow:—

A railway construction party in the vicinity of Kiam, about 17 or 18 miles west of Kiaochow, was attacked by a mob on the 29th ult., and Mr. Hildebrand and five other foreigners were murdered. Desperate fighting took place in which a large number of Chinese were killed. Numerous houses were burnt down.

The other foreigners were hard pressed, but managed to escape to Tsing-tao. The Chinese troops commenced to plunder the houses.

The Roman Catholic missionaries at Chefoo, driven out by the Chinese officials. At Chefoo, the foreign missionaries were requested by the Chinese officials to leave yesterday.

Yuan Si-kai, the Governor-General of Shan-tung, has refused an application, made through the Tactai of Kiaochow, to be allowed to send German troops to Weichen.

A company of Chinese soldiers, trained by German officers, and 100 marines, with two guns, left Tsing-tao on the 29th ult.

THE WAR IN SOUTH AFRICA.

NEWS VIA CANADA.

RESIGNATION OF MR. SCHREINER.

Paris, Cape Colony, 10th June. At to-day's meeting of the Afrikaner Bond Congress, a letter was read from the late Premier, Mr. W. P. Schreiner, announcing his resignation, and describing the cause of the difference between himself and his colleagues in the Cabinet, which left no other course open to him.

The Congress adopted a resolution, expressing thanks to the Premier for his services to the country, but endorsing the opposition of the Bond members of Parliament to the measures supported by Mr. Schreiner.

POLITICAL CRISIS AT THE CAPE.

London, 10th June.

It is dawned on Great Britain that, unless this is tacitly and satisfactorily set straight, the pacification of South Africa may be indefinitely delayed. The putting down of a possible anti-British agitation in Cape Colony, similar to that which has existed for a century in Ireland, but without the physical force element, is recognized as being a far more serious task than outflanking the Boers.

A prominent Free State, with British sympathies, but with many relatives on the Boer and Bond side, said to a representative of the Associated Press, that he believed that the Bond Party would break out into armed revolt to-day, were it not so easy to obtain as they were before the commencement of the war. He has, however, only just come to England from the Cape, and, though opposed to the Bondites, is respected and trusted by them.

The gravity of the issues depending upon a solution of the situation caused by Mr. Schreiner's resignation of the Premiership of Cape Colony, can perhaps be better gauged by this Free State's candid opinion than by any censored statement from Cape Town.

The English papers devote many editorials to the question. Those who are inspired show no desire to have Sir John Gordon Spragg in sole power, and Mr. Schreiner in the Opposition ranks, for, apart from the fact that the situation is doubtful if he can maintain his majority, the opinion prevails at the Colonial Office, and is expressed by almost everybody coming from the Cape, regardless of political faith, that Sir John Spragg is utterly unfitted in point of ability to steer the colony out of the present crisis. Some of the other English papers, which are not inspired, notably the *Globe*, bitterly deprecate begging Mr. Schreiner to continue in office, or even to help out in the dilemma, drawing scathing parallels between his utterances and actions, before and after the issue of war was assured. Those who know Cape politics thoroughly tell the *Asahi*, that if Mr. Cecil Rhodes could reassert his former influence over Mr. Schreiner, all would be well. But Mr. Rhodes is in Rhodesia, and Mr. Schreiner has recently expressed himself as being a bitterly vindictive as ever, over what he considered to be Mr. Rhodes' breach of faith with the Bond Party.

STEYN'S STAMBLING-BLOCK.

The *London Times* correspondent of the *Times* says: "It appears that Steyn and not Kruger is now the stumbling-block in the way of the surrender of the Burghers. Shortly after the British entry into Pretoria, Mr. Kruger proposed to re-open the peace negotiations. Mr. Steyn, bearing in mind that his former advice was scouted, demurred to this, and pointed out that, according to the treaty between the Republics, neither could conclude peace without the other. Mr. Kruger, equally unwilling to incur the charge of a breach of faith, had to continue the war. Nothing farther is known regarding the proposed peace negotiations, but it is a matter of notoriety that Mr. Kruger favours peace on almost any terms, but dislikes personally to take an initiative, that would involve unconditional surrender."

THE WRECK OF THE "OREGON."

The following telegram from Shanghai was published as an extra by the *Jiji* on the 30th ult.:—"The U.S. battleship *Oregon* (10,287 tons), flagship of the U.S. squadron, struck a rock, hitherto unknown to mariners, three miles south of the Hanky light-house in the vicinity of Chefoo, at 2 p.m. on the 25th, on her way to Taku, and is a total loss. The casualties are not yet known. Favourable weather prevailed at the time of the accident. The spot where the *Oregon* was wrecked, curiously enough, must be somewhere in the vicinity of the *Tokyo-maru*."

Passengers from Shanghai who arrived here on Monday, says the *Nagasaki Press*, confirm the above unfortunate news. It seems that at the time of the accident the *Oregon* was on her way from Manila to Taku with about 1,000 soldiers on board. Steamers and lighters have been despatched from Chefoo to render assistance and take off the troops. The last dispatch received at Shanghai stated that four large war-vessels from Taku had arrived on the scene and were endeavouring to haul the stranded battleship off the rocks. It was feared, however, that their efforts would be futile and that the splendid battleship would become a total wreck. A telegram was received at the U.S. Consulate, Shanghai, on the 6th inst., stating that the U.S. battleship *Oregon* reported "heavily ashore," has been successfully floated off.

EXPORT CARGOES.

Per steamer *Etrichdeide*, sailed 7th July. For New York:—70 bales rattanware, 15 boxes nut oil, 2,975 packages merchandise.

Per steamer *Armenia*, sailed 7th July. For New York:—4 cases bristles, 10 cases preserves, 18 cases woodware, 30 cases fans, 30 cases paper, 41 cases paper, 52 cases human hair, 64 packages cases, 100 cases soap sticks, 100 cases Saigon cassia, 140 cases Chinaware, 201 cases essential oil, 221 packages lambanow, 258 cases blackwoodware, 418 packages rattanware, 705 bales bamboo, 523 cases nut oil, 1,700 cases cassia, 1,924 packages crackers, 3,977 packages sundries.

A COMMERCIAL CHASTENING.

The well known *Lachig Company's* Extract now bears, in addition to the blue signature J. V. LIEBIG, a new name made from the Liebig's Extract of Meat Co.'s initials—LEMCO. Such a simple device to prevent mistakes we wonder was not thought of before.

THE DIARY OF THE WAR.

Oct. 9.—Transvaal ultimatum presented.

Oct. 10.—British Agent instructed to apply for his passport.

Oct. 11.—War begins.

Oct. 12.—Natal invaded by Boers.

Oct. 14.—Boers advance on Kimberley and Mafeking.

Oct. 20.—Battle of Dundee, near Glencoe. 4,000 Boers engaged. Enemy's position stormed and four guns captured.

Part of a squadron of 18th Hussars and Mounted Infantry Dublin Fusiliers captured.

Oct. 21.—Battle at Elands Laagte. Boers defeated and dispersed. Two guns captured and many prisoners.

Oct. 24.—Sir George White repulsed. Free State force at Elandsfontein, seven miles from Ladysmith, the Boers and Nicholas's Nek Battalion Royal Irish Fusiliers and Battalion Gloucester Regiment taken prisoners by Boers.

Nov. 23.—Battle of Belmont. Boers defeated with loss of stores and ammunition.

Nov. 25.—Battle at Gras Pan (Enslin). Boers defeated with heavy loss.

Nov. 28.—Methuen engages Boers at Modder River and drives the enemy from their position.

Dec. 10.—Gatacre, misled by his guides, in an attack on Stormberg suffers serious reverse.

Dec. 11.—Battle of Magersfontein. Attack fails, with heavy British loss.

Dec. 15.—General Buller in an attempt to force the passage of two drifts near Colenso meets with a serious reverse. Eleven guns lost.

Dec. 16.—Lord Roberts appointed Commander-in-Chief in South Africa, with Lord Kitchener as Chief of the Staff.

Dec. 31.—General French defeats Boers occupying positions round Colesburg.

Jan. 1.—Lieut.-Colonel Picher defeats Boer commando at Sunnyside, north-west of Belmont, capturing Boer laager and taking forty prisoners.

—Kuruman captured by Boers.

Jan. 3.—Boer attack on Mollens and Cyphergat repulsed.

Jan. 4.—General French repulses Boer attack near Colesburg.

Jan. 6.—General White at Ladysmith attacked by Boers in great force. Boers repulsed after a hard fight.

Jan. 11.—Buller seizes post on Tugela at Potgieters Drift.

Jan. 15.—Boers attack French near Rensburg, and are repulsed.

Jan. 16.—Lyttelton's Brigade crosses the Tugela at Potgieters Drift.

Jan. 17.—Sir Charles Warren crosses at a point five miles higher up.

Jan. 20.—Warren's and Clerly's forces encounter Boers near Acton Homes. Smart action ensues; strong Boer positions taken.

Jan. 23.—Spion Kop occupied by Warren.

Jan. 24.—Spion Kop abandoned with heavy British loss.

Jan. 27.—Warren's and Dundonald's forces withdrawn to the southern bank of the Tugela.

Feb. 4.—Macdonald seizes Koodoosburg Drift, twenty miles from Modder River.

Feb. 5.—Buller advances across the Tugela at two points, seizing Vaal Krantz.

Feb. 6.—French's position near Potfontein attacked.

Feb. 7.—Gatacre attacked near Sterkstroom.

Feb. 8.—Buller abandons Vaal Krantz and retreats across the Tugela.

Feb. 9.—Macdonald abandons Koodoosburg Drift and returns to Modder River Camp.

Feb. 12.—Clement's force falls back on Rensburg; French seizes Dekal's Drift on the Riet River; two divisions encamped.

Feb. 13.—Crossings of the Modder forced at several points by French and Gordon; five Boer laagers captured.

Feb. 15.—Siege of Kimberley raised. Boers dispersed and pursued by French and Kelly-Kenny, who capture many prisoners and 100 wagons. Clements evacuates Rensburg, retreating to Arand.

Feb. 16.—Brabant drives Boers from Dordrecht.

Feb. 18.—Buller turns Boer flank at Chieveley, driving the enemy across the Tugela from a strong position and capturing camps, supplies, and ammunition.—Dordrecht recaptured by British.—Kenny-Kenny catches retreating Boers under Cronje at Koodoosburg Drift, near Paardeberg. Drift, and shells the enemy's laager. Heavy losses on both sides.

Feb. 19.—Hlangwane Hill taken, and Colenso re-occupied.—Shelling of the Koodoosburg laager continues, and Cronje asks for armistice which Kitchener refuses.

Feb. 20.—Bombardment of Koodoosburg continues, and Roberts drives off reinforcements in all directions.

Feb. 21.—Further bombardment of Cronje's laager. Boers refuse Roberts' offer of a safe conduct to women and children.—Fifth Division crosses the Tugela, silencing all the enemy's guns.

Feb. 22.—Cronje still bombarded.

Feb. 23.—British forces draw in closer to Cronje's laager.—De Wet's reinforcements defeated.

Feb. 27.—Cronje's forces with guns surrender unconditionally.—On the Tugela Buller captures Pieters Hill. The Boers during enemy's left, and Warren assaults and carries the position.

Feb. 28.—Dundonald, with Natal Carbineers and Composite Regiment, enters Ladysmith, and Buller reports country clear.—Clements occupies Colesburg.

March 1.—Buller enters Ladysmith.

March 4.—Brabant captures Boer position at Labachang Nek.

March 5.—Gatacre enters Stormberg without opposition.—Two Republics offer to stop the war on Great Britain recognizing their independence.

March 7.—Roberts turns the flank of Boers, under De Wet and Delarey, near Poplar Grove, occupying a position at Ofontein, and enemy flees, leaving a Krupp gun and tents and wagons.

—Boers endeavouring in vain to rally the troops.

March 10.—Roberts pursuing his victory, overtakes Boers at Drifontein and carries enemies' position, over a hundred Boer dead being left on the ground.

March 11.—Roberts' forward march continues, unopposed by Boers.—Roberts protests to Steyn and Kruger against firing on the white flag.—Lord Salisbury replies to Boer offer of peace in the negative.

March 12.—Roberts' forces press forward, and French seizes two hills commanding Bloemfontein.

March 13.—Bloemfontein occupied and British flag hoisted over the President's House.

March 15.—Gatacre and Clements cross the Orange River.

March 16.—Springfontein occupied by British, opening up railway communication with Bloemfontein.

March 17.—A number of Free State commandos surrender.

March 19.—Kruger replies to Roberts denying that white flag has been fired upon.

March 21.—Genet's Officer with 6,000 men makes good his retreat from the Stormberg district.

March 23.—Roberts reports country to south of Bloemfontein settling down.

March 27.—General Joubert dies at Pretoria.

March 29.—Action near Kame Siding. Boers driven from strong position.—Wepener occupied by Brabant.

April 1.—British convoy and five guns under Colonel Broadwood captured near Bloemfontein Waterworks.

April 4.—Three companies of Royal Irish Rifles and two companies of 9th Mounted Infantry surrounded and captured near Redoubtburg.

April 5.—Count de Villiers killed, and a number of Boers taken at Boshof, near Kimberley.

April 9.—Battle at Wepener. Brabant's Colonials being strongly attacked.

April 10.—Boer attempt to outflank Elandsfontein camp defeated.—Wepener holding out bravely.

April 11.—General Gatacre ordered to England, the command of the 3rd Division being given to General Chermans.

April 12.—Report from Boer source of this date that four Boer guns disabled and one captured in a sortie from Wepener on Tuesday.

April 13.—Roberts reports enemy's movement south checked, Wepener holding out well.

April 18.—Carrington reaches Beira in his way to Rhodesia.

April 24.—Boers retire from siege of Wepener.

April 26.—Warren transferred to Griqualand West.

May 3.—Brandfort occupied by Polo-Carew and Tucker.

May 4.—Hunter crosses the Vaal at Windcoron.

May 5.—Roberts reaches Vet River. Passage forced.

May 10.—Roberts crosses Zand River.

May 12.—Roberts enters Kruisland. Great Boer attack on Mafeking result in loss of 75 Boers.

May 15.—Buller reoccupies Dundee after forcing the Biggarsburg position.

May 16.—Relief of Mafeking.

May 24.—Advanced troops cross the Vaal near Parys.

May 27.—Lord Roberts crosses the Vaal River. French reported in Johannesburg.

May 29.—Orange River Colony created.

May 30.—British flag hoisted at Johannesburg.

May 31.—Battalion of Imperial Yeomanry captured near Lindley.

June 3.—Kruger telegraphs to New York determination to fight to bitter end.

June 4.—British lose a convey near Heilbron.

June 5.—Lord Roberts enters Pretoria unopposed.

June 7.—Boers cut railway communication at Reedersdorp, capturing a Militia battalion of the Derbyshire regiment.

June 10.—Gen. Buller crosses Botha's Pass and encamps near the Orange-Transvaal border.

June 11.—3,650 British officers and men released at Pretoria.

June 12.—Laings Nek and Majuba evacuated by the Boers. Schreiner resigns the Cape Premiership.

June 19.—Boden Powell at Pretoria.

June 20.—Lord Roberts grants 5 days' armistice.

July 2.—Gen. Colville ordered home.

July 7.—800 Derbyshire and Yeomanry prisoners free. Natal-Pretoria line completed.

July 9.—Boer attack on railways repulsed.

CLASSIFIED LIST OF VICEROYS AND GOVERNORS OF CHINA.

Viceroyalty.	Viceroy.	Race.
1. Chihli.	Yu Lu.	Manchu.
2. Liangkiang.	Liu Kung-yi.	Chinese.
3. Hukang.	Chang Chi-tung.	"
4. Two Kuang.	Li Hung-chang.	"
5. Szechuan.	Kuei Chin.	Chinese.
6. Min-che.	Hsi Ying-kuei.	Chinese.
7. Shen-Kai.	Wei Kuang-sai.	(Acting)
8. Yun-Kuei.	Sung Fan.	Manchu.
9. Viceroy.	Liberals.	5
10. Chinese.	Conservatives.	3
11. Manchus.		
Province.	Governor.	Race.
1. Shantung.	Yuan Shih-kai.	Chinese.
2. Shanxi.	Yu Ching.	Manchu.
3. Honan.	Yu Ching.	Chinese.
4. Kiangsu.	Wang Chih-chun.	"
5. Anhui.	Sung Shou.	Manchu.
6. Kiangsi.	Yu Lien-sun.	Chinese.
7. Hapeli.	Yu Yinlin.	"
8. Chingking.	Lin Shih-tung.	Manchu.
9. Kwangtung.	Te Shou.	Chinese.
10. Kwangsi.	Huang Hui-sen.	Chinese.
11. Yunnan.	Ting Chen-tu.	"
12. Kweichow.	Teng Hua-hsi.	"
13. Shensi.	Tuan Fang.	(Acting)
14. Hainan.		Manchu.
15. Hainan.	Jao Ying-chit.	Chinese.
Chi-Turkistan.		
5 Governors.	Liberals.	8
10 Chinese.	Conservative.	7
5 Manchus.		
1. Chihli.	No Gov.	Chinese.
2. Kansu.		"
3. Fukien.		Manchu.
4. Szechuan.		Manchu.
5. Chekwang.		Manchu.
6. Chingking.		Manchu.
7. Kwangtung.		Manchu.
8. Kwangsi.		Manchu.
9. Yunnan.		Manchu.
10. Kweichow.		Manchu.
11. Shensi.		Manchu.
12. Hainan.		Manchu.
13. Hainan.		Manchu.
14. Hainan.		Manchu.
15. Hainan.		Manchu.

—N. C. Daily News.

At a certain murder trial a policeman was in the witness box. "How many minutes after the shot was fired did the man die?" said the defendant's counsel. "Two, sir," answered the witness without the least hesitation. "You seem positive about the time," remarked the counsel, with a truculent air. "Now I'm going to test your ability to judge time. I will hold my watch here for two minutes. When you think the time is up, say 'Now.' The lawyer looked very serious, but the policeman seemed perfectly at his ease. He sat staring vacantly about the room, and, at the exact second when the two minutes had expired, he said, "Now!" smiling defiance. Counsel was staggered, and the prosecuting counsel proportionately dejected. At the adjournment for luncheon he lighted the constable on the back. "Constable," said he, "you were a wonder! How did you do it?" "Do it?" replied the constable pointing to a big clock on the opposite wall. "Why, that was dead easy."

INTIMATIONS

EYESIGHT.

NOTICE.

I AM continuing my Sight Testing Rooms

in Hongkong at

(W. BREWER & CO.)

which, during my absence, will be in CHARGE of

Mr. McIVER, Member P.H. Socy.

HONGKONG
BUSINESS DIRECTORY.

AUCTIONEERS, &c.

PAUL BREWITT,
Auctioneer, Appraiser and
Commission Agent.HUGHES & HUGHES,
Auctioneers to the Government, and Share
and General Brokers, corner Ice House
Street and Praya Central.GEO. T. LAMBERT,
Auctioneer, Valuer and Goods Broker,
Duddell Street.V. I. REMEDIOS,
Auctioneer, Appraiser and Agent,
4, Queen's Road Central.

BOARD AND LODGING

STAG HOTEL,
149 and 150, Queen's Road Central,
Comfortable and Cheap.THE WESTERN HOTEL,
Excellent Accommodation, \$2.50 per day,
80 and 82, Queen's Road West.

BOOKBINDING

DAILY PRESS OFFICE,
The only office in China having European
trained workmen. Equal to Home Work.

BOOKSELLERS AND STATIONERS

W. BREWITT & CO.,
Printers, Bookbinders and Account Books
Manufacturers, 23 and 25, Queen's Road
(under Hongkong Hotel).

BUILDERS

KANG ON,
Contractor, 20, D'Aguiar Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.

Mechanics engaged, Estimates given.

CHEMISTS, DRUGGISTS, &c.

THE PHARMACY,
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.THE VICTORIA DISPENSARY,
Chemists and Druggists, High-class Aerated
Waters, Dealers in Photographic
Requisites, Queen's Road.WATKINS, L.D. APOTHECARY, HALL, 66,
Queen's Road Central. Cigars, Aerated
Waters, Wines, Beers, Spirits, etc.

CURIO DEALERS

FUJIYAMA & CO.,
Importers, Exporters and Dealers in Japanese
Curios, 9, D'Aguiar St., and at Kowloon.KUN & KOMOR,
Fine Art, Japanese and Chinese Curios,
21 and 23, Queen's Road, Hongkong,
Shanghai, Kobe, Yokohama.KWONG HING,
China Porcelain, Crockery Ware, 59a,
Queen's Road Central.

DENTISTS

WONG HOI,
Surgeon Dentist, 50, Queen's Road Central.WONG TAI FONG,
Surgeon Dentist, 24, Bank Buildings,
Opposite Hongkong Hotel.

DINING ROOMS

THE COSMOPOLITAN HOUSE,
Breakfast, Dinner, Wines, etc.,
with Meals, 34, Queen's Road.

DRAPELERS

EBRAHIM ELIAS & CO.,
Milliners, Silk Mercers, Haberdashers,
Low Prices, 37, 39, Wellington Street.WING HOP,
Ladies Tailor, Dressmaker, Draper, 62,
Wellington Street.SEE WOO,
Tailor, Draper and Outfitter, 67 and 69,
Queen's Road.

FLOUR MERCHANTS

SPERRY FLOUR COMPANY,
Merchant Millers, San Francisco,
Eastern Branch, Fadder Street,
WILLIAM WHITELY, Manager.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859,
Every Household Requisite and Depot for
Eastman's Kodak Films and Accessories,
17a, Queen's Road Central.LI KWONG LOONG,
Cabinet-maker, Furniture Dealer, Art De-
corator and Dealer, 17, Queen's Road.

GROCERS

THE MUTUAL STORES,
SUB-AGENTS LONDON, LTD.,
8 and 10 D'Aguiar Street,
Provision and General Merchants.H. TIE,
Wine and Spirit Merchants, Groceries,
Best Goods, Lowest Rates. Try Charles
Evaporated Cream, 16, D'Aguiar
Street.

JEWELLERS

KANG LEE & CO.,
Jewellers, Gold and Silversmiths, Watch-
makers, Japanese Curios and Blackwood
Furniture, Opposite Post Office, 36,
Queen's Road Central.MAISON LEVY HERMANOS,
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hilo.SUN SHING, Established 1840,
Silks, Gaudes, Crêpe-Shawls, Chinaware,
Ivory, etc., Gold and Silversmiths and
Engravers, 90, Queen's Road Central.WAI LOONG,
Gold and Silversmith, Silk Dressing, Crêpe
Shawls, Ivory, Lacquerware, Fans,
Curios, Bristles, Human Hair, Fea-
thers, 88, Queen's Road Central.

THE LIGHT OF THE FUTURE

EASTERN ACETYLENE LIGHTING
COMPANY, Head Office, 62a, Queen's
Road Central. Fittings of every de-
scription for the ACETYLENE LIGHT at
lowest rates.HONGKONG
BUSINESS DIRECTORY.

MERCANTILE AGENT

WOODS & CO.,
Duddell Street, Agents for American and
European Export Houses.

PHOTOGRAPHERS

E. HING,
Enlarging, Developing, Printing, Mod-
ern Rates, 20a, Queen's Road East.MEE CHEUNG,
Ice House Street, Top Floor. Permanent
Enlargements, Groups, Views, etc.; Devel-
opment Works, Amateurs' Requisites.M. MUMEYA, JAPANESE ARTIST,
Bromide and Crayon Enlargements. Work
done for Amateurs, 8a, Queen's Road, Cl.YEE CHUN,
Marine and Portrait Painter, 50, Queen's
Road, Central.H. YEEA,
Japanese Photographer, 14, Beaconsfield
Arcade, Queen's Road Cl. also Wanchai.
Amateur's Requisites a Specialty.

PRINTING

DAILY PRESS OFFICE,
Proofs read by Englishmen.

RAFFIA FURNITURE

WOO KEE, Late HANG CHEUNG SHING,
Rattan Chairs, Mattings, Bamboo Blinds,
etc., 73, Queen's Road Central.KWONG TAI LOY,
Rattan Furniture, Bamboo, Blinds, Mat-
tings all Colours, 18, Praya Central.SANG MOW,
Rattan Furniture, Bamboo, Screens, Mat-
ting all Colours, 42, Queen's Road, Cl.

SILK GOODS DEALERS

DHUNAMAL CHELLARAM,
Dealer in Indian, Chinese, and Japanese
Silk and Fancy Goods, also Art Works,
2, D'Aguiar Street.THE GLOBE (TRAVELLER'S) SHOP,
Indian, Chinese and Japanese Silk Goods,
Cashmere Shawls, Spanish Wines and
Manila Cigars, 12, D'Aguiar Street.SINCERE & CO.,
Silk Handkerchiefs, Shawls, Table Covers,
etc. Wholesale and Retail, 122, Queen's
Road Central and 122, Wellington St.WASSIAMULL ASSOMULL,
Wholesale and Retail Importers and
Exporters, India, Chinese and Japanese
Silks, Cashmere Shawls and Ceylon
Lace, 46, Queen's Road, Cl.

SILK LACE MANUFACTURERS

FR. BLUNCE,
Exporter of Real Hand-made Torchon Lace
in Silk, Linen and Cotton, Grasscloth and
Silk Embroideries, Hand-made Silk
and Linen Lace Curtains made to
order, 17, Queen's Road, Central.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Shipchandlers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.KWONG SANG & CO.,
Shipchandlers, Sailmakers, Hardware,
Engineer Tools, Brass and Iron Mer-
chants, 68, Praya Central.LANE, CRAWFORD & CO.,
Tailors and Outfitters, Piano-forte Dealers,
Shipchandlers, Furniture Dealers and
Upholsterers, Wine and Spirit Mer-
chants.MORE & SEIMUND,
Shipchandlers, Sailmakers, Riggers, Com-
mission Agents and General Store-
keepers, 17, Praya Central.

TAILORS

AH-MEN, HING-CHEONG & CO.,
Tailors, Drapers and Outfitters, Queen's
Road Central, Old Club Site.
Branch: A-MAN, opposite City Hall.R. HAUGHTON & CO.,
Naval Military and Court, 16, Queen's Road,
Opposite Kuhn's Curio Store.HUNG YUEN,
Outfitters, Shirt Makers, Hatters, Hosiery,
Drapers, 85, Queen's Road, Central.LANE, CRAWFORD & CO.,
Queen's Road.TAK CHEONG,
Tailors, Gentlemen's Outfitters, Hatters,
Hosiery, and Drapers. Chinese Silk of
all kinds, 50, & 52, Queen's Rd. Central.YEE SANG FAT & CO.,
Outfitters, Piece Goods, Underwear, Shoes,
Hats, Silk Handkerchiefs, Opposite Post
Office, Queen's Road Central.

TOBACCONISTS

D. S. DADY BURJOR, "Los FILIPINOS,"
Importer of the Best Manila Cigars, 25,
Pottinger Street.KRUSE & CO.,
Wholesale and Retail Havana and Manila
Cigars, Egyptian Cigarettes, Dealers in
Fancy Goods, Agents,
Connaught House, Queen's Road.VICTORIA CIGAR DEPOT,
1 and 2, Levee Street East. Agents for
W. KENNEDY & CO., 37, Calle San
Jacinto, Manila, "Windsor Lady" and
"The Jockey" Cigars.

WINE & SPIRIT MERCHANTS

H. PRICE & CO.,
12, Queen's Road
and Calle Alameda, Manila.AMERICAN SYSTEM
OF
DENTISTRYNo. 39, QUEEN'S ROAD CENTRAL.
CHADWICK KEW
(LATE OF FOOTE & NOLAN).

Hongkong, 15th September, 1899. [1750]

OUR PARIS LETTER.

[FROM OUR CORRESPONDENT.]

Paris, 9th June.

The French are now in a state something between antipathy and indifference respecting the triumph of British arms in the Transvaal. All their predictions about the success of the Boers are falsified; all their hopes have been deceived. One event was never imagined, even by a seven months' anglophobe, that ex-President Paul Kruger in bolting would leave his wife behind in the care of the English at Pretoria. Sir Alfred Milner is now being spoken of for the Governorship of the Colonies. "The time is due for his reappearance on the stage," writes a French journal. The English on the Continent testify he is the right man for the right place. The French hope that the deserted Pretoria will be raised to the rank of the capital of the colony of the Vaal. Sir A. Milner is reported to have the two new colonies so divided into voting or electoral centres, that the rebellious districts will be neutralized by those known to be loyal. The curtain falls on the last act of the war. Martial law and some flying squadrons will soon clear away the episcopic groups of no-securitists.

The White-tide holidays brought the record of daily attendance at the Exhibition up to 515,000. If it could only be maintained! The show is now in all its glory. The electric light displays, in palaces, and revolving cascades, and rivulets of varied colours, could not be more charming. The throng of visitors is not markedly inconvenient—there is room for all. "Do come," say the commissioners, in the words of an invitation to a Dorcas meeting. The flowers are so beautiful, and they are in no way affected in their brilliancy by the electric light, gas being absent. The real business of the show is commencing. There was a royal surprise when Leo XIII. delegated his Nuncio to inaugurate and bless the Optical Palace, the house of the 70-yards telescope that brings the moon close to our side. His Holiness so far forgot the Decegloria, as to wish he had that "sky-scraper" fitted up at the Vatican. The Italians, remembering Galileo, might mistake it for a "Long Tom." Let no one omit paying for a peep through the long tube; he will believe "the Devil's in the moon for mischief." Descend to the cellar-hall of the same building, and study the habits and manners of the "humorous-microbes." Fickling, tambling, and "effervescing," like a glass of lemonade. They are prepared in Lyons, and conveyed in glass-bottles to the show. They beat glow-worms hollow, and can shine for at least ten days, if the water supplied them, and the air also, be free from all disease germs. The Municipal Councilors ought to study the new light (close to it, you can read a newspaper) for they are said not to sleep owing to the Coal Gas Company charging, six sous for a cubic metre of gas. President Loubet has inaugurated on Blois the French colonies. He visited the chief Pagoda, where specimens of all the products of Indo-China were well displayed and classified. He was received to the strains of Madagascarian music; each colony gave a ballad from their "best native" lyrics as M. Loubet entered. One galloped from Tonkin to Saigon, then to Dahomey to West Africa, the Gold Coast, and General, not forgetting the Congo (less Fashoda) the Soudan, up to the last grain at Morocco. It was an agreeable and most profitable run. It would be an improvement to post up-to-date in each colony its actual cost to France; what the value of imports and exports and the products, raw and manufactured materials, most in evidence. A linguistic professor harpooned the President for fully five minutes by Shrewsbury clock, to listen to his system by which any *patois* could be learned in the twinkling of an eye. Another advanced patriot entertained him with a speech—happily doctored of several metres of its length—by which civilization was assured if the French language was only understood. He had not time to illustrate it by the help which France extended to the liberty-loving brother Boer.

President Loubet felt really glad when he arrived at Tunis—closing his weather-eye to the Transvaal pavilion, and its half-mast high flag, erected by the "truthful" Dr. Leyds. Here the Bardic band executed a kind of Wedding March air. All the sellers of praying-carpet had covered with a piece of their goods, the alley which the President traversed, and preceded him, sprinting bottles of perfume, as he walked along. It was near dejection hour, and the scene actually prevented one from feeling hungry. There are no complaints about the facilities for eating at the Exhibition; the sanitary inspectors rigorously inspect all the liquids and solids; no practical joke of any kind will be tolerated. Excepting in the cuisine of their own nation, it would be well for visitors not to try experiments with their stomachs on the menus of other countries—save a few people who are well known. The official lectures on the contents of the Show have commenced at the Palace of the Fine Arts; the visitor has each day, a fortnight in advance, the subject to be treated, and can thus select. Every group of exhibitors will be thus dealt with, so it is anxious to attend any of the lectures, illustrated in all the details by the

objects in the class shown, the daily official guide must be consulted. It was proposed that all lectures be printed in French, German, and English. This idea was approved of, but the expense would be much too great. It will, however, be adopted as regards agriculture. English, so dear to the German financial world, is an agreeable northern suburb of Paris. Near to it is the Denil race-course, which of late does duty as an arena for bull-baiting. Last year a bull, while being worried to death, jumped over the enclosure, among the sight-seers, and escaped into a field of beet, where it was shot by the police. It is alleged that the law is powerless to suppress bull-fights, but the Government is ready with a bill to confer all powers required. Will it become law? Deil organised a bull-fight on the occasion of last Whit-Monday. It came off, but the spectators were not numerous; the tickets cost 50 francs; after they could be had for one franc. The programme stated that six bulls would be killed, and they were; the horses of two *pleaders* were ripped up, and the bulls were very cruelly massacred, owing to the incompetence of the *Syada*, who ought to stab the bull to death by planting his sword in the spine; instead, he did so in the thigh of the animal, when the bull tossed him up in the air, receiving him upon his horns. Other *matadors* arrived, the bull fell dead, and even the horse brought to drag the carcass out of the arena rebelled against the task. The whole business was terrible and was received with mixed protests and applause. A Swedish spectator, sick at the hanging, fired his revolver at the *matador*, and wounded him slightly. It is not absolutely impossible that the Legislature, after legalizing betting on the race course, might allow bull-fights, on condition that some of the gate-money is handed over for the poor, and for the amelioration of the bovine race in France. As for the morality of so doing, that matter is only secondary.

The gravity of the Chinese question has taken France as if were, unaware. "She is not prepared to handle the subject, nor does she know where the crises in it is likely to hit her," a more shapely to Russian action—similarly as the Masovite acts for her in Egypt. No one believes that this civilized power will ever agree to adopt a common policy, each has its own eye to grind; that assists the Boers. While the Salvation Army thinks what it will do, the whites scattered over China are being measured wholesale. If Russia fights for her own hand so as to have and to hold Peking, others will follow suit elsewhere in the Empire. England is not considered as following a spiritual policy—who is slow to act, as usual.

The supplementary Naval Estimates of France amount to 20 millions sterling, to be expended in eight years—two and a half millions annually, so that all will be ready for the Millennium in 1907. There will be extra millions for coast defences, and other necessities. Of course, England by then will have her Federated Empire well in hand; happily Pretoria is seated on a bed of gold, as Kruger says, just as Amsterdam is on herring bones. Germany by 1907, will have a good fleet, so will the United States, and Russia, and kindred peace-makers must make a provision in ships. The "Yellow Danger" may keep all the European nations well occupied. France is awkwardly situated about Morocco; she is making many bites at the Sultanate, and the new Sultan becomes as cautious as a fox. If France be drawn into the mill over China, she will have difficult cards to play in Algeria, as well as with the followers of El Soussi.

Ex-War Minister the Marquis de Galliffet expressed the consumption of all alcoholic drinks in the canisters. That is really a boon and blessing for the army. Hygienists toast in fermented beverages the names of the general, and predict that the health and strength of the soldiers will be renewed thereby. The Minister of Marine, M. de Lanessan, is not at all pleased for his half-and-half way of dealing with the drink-fund in the Navy. He "tolerates" the consumption of alcoholic beverages when under the surveillance of officers. It is precisely among sailors, in the Marine, as well as in the merchant service, that alcohol produces its worst consequences. The drink-drunk in foreign countries are condemned by all as veritable dastards; consequently there should be no half measures. By all means, let it be the whole hog or none. "Brandy for heroes" was what Burke said. Cabbies see no reason why he ought not, like other professions, make hay while the sun shines—that is the Exhibition. One company that has the largest number of cabs—the "Général," has 1,500 drivers alone, and 7,000 accessory employees. The week of the Grand Prix, which is just at hand, is a Bonanza time for cabbies for getting at the Exhibition; the sanitary inspectors rigorously inspect all the liquids and solids; no practical joke of any kind will be tolerated. Excepting in the cuisine of their own nation, it would be well for visitors not to try experiments with their stomachs on the menus of other countries—save a few people who are well known. The official lectures on the contents of the Show have commenced at the Palace of the Fine Arts; the visitor has each day, a fortnight in advance, the subject to be treated, and can thus select. Every group of exhibitors will be thus dealt with, so it is anxious to attend any of the lectures, illustrated in all the details by the

A writer on the genial ways of the people of Hynd records a beautiful dialogue. A Swiss sportsman was found shooting birds on the island without leave. He was taken before the magistrate and asked who he was. "I am a foreigner," he said. "What nationality?" "Swiss." The magistrate at once turned to his secretary and asked if the Swiss had a navy. "No," was the reply. "Then put the brute in to prison."

Sore Throat
"You cannot do better than gargle with 'CONDY'S FLUID'."
SIR MORRIS MACKENZIE, M.D.
(The Eminent Throat Specialist)
Gargle with
CONDY'S FLUID, London, England,
and the only makers.
"CONDY'S FLUID" can be purchased at all Chemists and Druggists of repute.

objects in the class shown, the daily official guide must be consulted. It was proposed that all lectures be printed in French, German, and English. This idea was approved of, but the expense would be much too great. It will, however, be adopted as regards agriculture.

English, so dear to the German financial world, is an agreeable northern suburb of Paris. Near to it is the Denil race-course, which of late does duty as an arena for bull-baiting. Last year a bull, while being worried to death, jumped over the enclosure, among the sight-seers, and escaped into a field of beet, where it was shot by the police. It is alleged that the law is powerless to suppress bull-fights, but the Government is ready with a bill to confer all powers required. Will it become law? Deil organised a bull-fight on the occasion of last Whit-Monday. It came off, but the spectators were not numerous; the tickets cost 50 francs; after they could be had for one franc. The programme stated that six bulls would be killed, and they were; the horses of two *pleaders* were ripped up, and the bulls were very cruelly massacred, owing to the incompetence of the *Syada*, who ought to stab the bull to death by planting his sword in the spine; instead, he did so in the thigh of the animal, when the bull tossed him up in the air, receiving him upon his horns. Other *matadors* arrived, the bull fell dead, and even the horse brought to drag the carcass out of the arena rebelled against the task. The whole business was terrible and was received with mixed protests and applause. A Swedish spectator, sick at the hanging, fired his revolver at the *matador*, and wounded him slightly. It is not absolutely impossible that the Legislature, after legalizing betting on the race course, might allow bull-fights, on condition that some of the gate-money is handed over for the poor, and for the amelioration of the bovine race in France. As for the morality of so doing, that matter is only secondary.

The gravity of the Chinese question has taken France as if were, unaware. "She is not prepared to handle the subject, nor does she know where the crises in it is likely to hit her," a more shapely to Russian action—similarly as the Masovite acts for her in Egypt. No one believes that this civilized power will ever agree to adopt a common policy, each has its own eye to grind; that assists the Boers. While the Salvation Army thinks what it will do, the whites scattered over China are being measured wholesale. If Russia fights for her own hand so as to have and to hold Peking, others will follow suit elsewhere in the Empire. England is not considered as following a spiritual policy—who is slow to act, as usual.

The supplementary Naval Estimates of France amount to 20 millions sterling, to be expended in eight years—two and a half millions annually, so that all will be ready for the Millennium in 1907. There will be extra millions for coast defences, and other necessities. Of course, England by then will have her Federated Empire well in hand; happily Pretoria is seated on a bed of gold, as Kruger says, just as Amsterdam is on herring bones. Germany by 1907, will have a good fleet, so will the United States, and Russia, and kindred peace-makers must make a provision in ships. The "Yellow Danger" may keep all the European nations well occupied. France is awkwardly situated about Morocco; she is making many bites at the Sultanate, and the new Sultan becomes as cautious as a fox. If France be drawn into the mill over China, she will have difficult cards to play in Algeria, as well as with the followers of El Soussi.

Ex-War Minister the Marquis de Galliffet expressed the consumption of all alcoholic drinks in the canisters. That is really a boon and blessing for the army. Hygienists toast in fermented beverages the names of the general, and predict that the health and strength of the soldiers will be renewed thereby. The Minister of Marine, M. de Lanessan, is not at all pleased for his half-and-half way of dealing with the drink-fund in the Navy. He "tolerates" the consumption of alcoholic beverages when under the surveillance of officers. It is precisely among sailors, in the Marine, as well as in the merchant service, that alcohol produces its worst consequences. The drink-drunk in foreign countries are condemned by all as veritable dastards; consequently there should be no half measures. By all means, let it be the whole hog or none. "Brandy for heroes" was what Burke said. Cabbies see no reason why he ought not, like other professions, make hay while the sun shines—that is the Exhibition. One company that has the largest number of cabs—the "Général," has 1,500 drivers alone, and 7,000 accessory employees. The week of the Grand Prix, which is just at hand, is a Bonanza time for cabbies for getting at the Exhibition; the sanitary inspectors rigorously inspect all the liquids and solids; no practical joke of any kind will be tolerated. Excepting in the cuisine of their own nation, it would be well for visitors not to try experiments with their stomachs on the menus of other countries—save a few people who are well known. The official lectures on the contents of the Show have commenced at the Palace of the Fine Arts; the visitor has each day, a fortnight in advance, the subject to be treated, and can thus select. Every group of exhibitors will be thus dealt with, so it is anxious to attend any of the lectures, illustrated in all the details by the

President Loubet felt really glad when he arrived at Tunis—closing his weather-eye to the Transvaal pavilion, and its half-mast high flag, erected by the "truthful" Dr. Leyds. Here the Bardic band executed a kind of Wedding March air. All the sellers of praying-carpet had covered with a piece of their goods, the alley which the President traversed, and preceded him, sprinting bottles of perfume, as he walked along. It was near dejection hour, and the scene actually prevented one from feeling hungry. There are no complaints about the facilities for eating at the Exhibition; the sanitary inspectors rigorously inspect all the liquids and solids; no practical joke of any kind will be tolerated. Excepting in the cuisine of their own nation, it would be well for visitors not to try experiments with their stomachs on the menus of other countries—save a few people who are well known. The official lectures on the contents of the Show have commenced at the Palace of the Fine Arts; the visitor has each day, a fortnight in advance, the subject to be treated, and can thus select. Every group of exhibitors will be thus dealt with, so it is anxious to attend any of the lectures, illustrated in all the details by the

A writer on the genial ways of the people of Hynd records a beautiful dialogue. A Swiss sportsman was found shooting birds on the island without leave. He was taken before the magistrate and asked who he was. "I am a foreigner," he said. "What nationality?" "Swiss." The magistrate at once turned to his secretary and asked if the Swiss had a navy. "No," was the reply. "Then put the brute in to prison."

Sore Throat
"You cannot do better than gargle with 'CONDY'S FLUID'."
SIR MORRIS MACKENZIE, M.D.
(The Eminent Throat Specialist)
Gargle with
CONDY'S FLUID, London, England,
and the only makers.
"CONDY'S FLUID" can be purchased at all Chemists and Druggists of repute.

BUSINESS NOTICES.

房藥館芝廣
KWONG CHI KOON
DISPENSARY.街欄樂城省東廣
CHEONG LAN STREET, CANTON子甲大歲年叁亥司清大
創開年四拾陸百捌千一英大

ESTABLISHED 1831.

記為祥吉意如

Trade Mark
KWONG CHI KOON
DISPENSARY.

CHEONG LAN STREET, CANTON.

ESTABLISHED 1831.

油意如 UNRIVALLED U I YAU
or "AS YOU WISH OIL."
Prices at \$1.00 per bottle,
0.50 per bottle,
0.25 per bottle.散開通 TUNG KWAN SAN, or "Army
Medical Powder," 59 cents per bottle.散打跌 TIT TA SAN, or "Falling and
Bruising Medical Powder." Price at
10 cents per bottle. Made from the best
selected medicine to be used for the above
Oil and Powder.

散及油造製油藥好選棟

KWONG CHI KOON is one of the largest Native Drug shops in Canton, employing about 300 men. The Proprietor, Mr. U Yau Tung, is a man of great energy and business capacity, and is also very benevolent, giving away thousands of dollars worth of medicine in charity, mostly with an eye to the main chance. He has many testimonials as to the efficacy of his medicines from officials, soldiers and business men. Like the Chinese generally, he has great faith in medicine and is desirous of extending his business to foreign countries, giving people of western lands the benefit of his medicines.

He has submitted to the formulas of some of his preparations for examination, giving full explanation as to the medical qualities of the ingredients. I have found the Tung Kwan San or Army Medical Powder and the Tit Ta San or Falling and Bruising Medical Powder composed of Musk, Balaos, Camphor, Rhubarb, two kinds of gum, with red oxide of mercury and yellow sulphide of arsenic, animal and vegetable charcoal, which are known in western pharmacy. Besides this it contains gold leaf, tigers and dragons bones, shavings of encased rhinoceros horns, which I have shown him that chemical science proves to be inert, he proposes to omit from the medicine prepared for foreign use.

The medicine is to be chiefly used as a stimulant, as is put up in small metal bottles by which it can be injected into the nostrils. The small amount of oxide of mercury and sulphide of arsenic will not be dangerous used in this way.

(Signed) J. G. KEER,
Canton.

Directions are given according to the Chinese method of using the medicines. The nature of the oil is very mild, but its action is exceedingly good, possessing wonderfully curative effects in both internal and external diseases. As it is an invaluable medicine it should be kept on hand ready for use by all persons, whether at home or abroad.

For external use rub the oil on the temples, forehead, between the eyebrows, back of the ears and neck, on the chest and back on the abdomen or wherever the pain or soreness is located. It must be rubbed on for 5 minutes. For toothache put a little in the tooth on cotton and rub on the gums. The oil has beneficial effects in headache, fainting, colds, sore throat, stomach-ache, colic pains, rheumatism, numbness of the limbs, pain in the back, cramp, local swelling and inflammations, influenza, diarrhoea, toothache, pains in the head and convulsions after childbirth, prickly heat, boils, and mesquite bites.

Internally the dose is five drops in a little water, and it is to be repeated every two or three hours, at the same time using it externally.

The proprietor of the Kwong Chi Koon Drug Store of Canton has placed in my hands for examination a number of his preparations with the recipe for each. His "U I YAU" "As you wish Oil" has a wide circulation and is very much used. It is composed of aromatic and stimulant herbs and balaos, most of which are well known in our pharmacopoeia, together with pingpin (a costly kind of camphor) balaos wort, oris root, with two or three other less known articles, but none of the objectionable substances which enter into many Chinese medicines. It is one of the combinations which has real merit and it is not strange that it has attained so wide a reputation for the relief of maladies for which it is recommended.

(Signed) Doctor J. G. KEER,
Canton, China.

Any order please apply to:—
MESSRS. DARTLEY & CO.,
No. 19, Queen's Road Central,
Hongkong.
Who are appointed Sole Agents for the sale of our Goods.
KWONG CHI KOON.
Hongkong, 5th May, 1900. 1372

VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTE FRANCA

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	CANTON	Brit. str.	—	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On or about 13th inst.
LONDON &c, via Ports of Call	VALETTA	Brit. str.	—	F.N. Tiltard	P. & O. S. N. Co.	On 21st inst. at Noon.
LONDON via SUEZ CANAL	STEWART	Brit. str.	—	Jackson	BUTTERFIELD & SWIRE	On 21st inst.
BREMEN via Ports of Call	CALHOUN	Brit. str.	—	Bartlett	BUTTERFIELD & SWIRE	On 7th Aug.
MARSEILLES, &c, via Ports of Call	MELCHERS	Ger. str.	—	H. Blecker	MELCHERS & CO.	To-day, at Noon.
MARSEILLES, &c, via SPORE, &c	SYDNEY	Fren. str.	—	Allegre	MESSAGERIES MARITIMES	On 16th inst. at 1 P.M.
MARSEILLES, LONDON & ANTWERP, v. SPORE, &c	KAMAKURA MARU	Jap. str.	—	H. Peterson	NIPPON YUSEN KAISHA	To-morrow, at Daylight.
HAYRE & HAMBURG	HITACHI MARU	Jap. str.	—	G. Anderson	NIPPON YUSEN KAISHA	On 27th inst. at Daylight.
HAYRE & HAMBURG	WITTENBERG	Ger. str.	—	Hempel	CARLOWITZ & CO.	On 16th inst.
HAYRE & HAMBURG	SAVOIA	Ger. str.	—	Mueller	CARLOWITZ & CO.	On or about 7th Aug.
HAYRE & HAMBURG	NORNBURG	Ger. str.	—	Plaff	CARLOWITZ & CO.	On or about 26th Aug.
HAYRE & HAMBURG	SIBIRIA	Ger. str.	—	Braun	CARLOWITZ & CO.	On or about 4th Sept.
HAYRE & HAMBURG	MARBURG	Ger. str.	—	Binner	CARLOWITZ & CO.	On or about 15th Sept.
TRIESTE, &c, via Ports of Call	TRIESTE	Aut. str.	—	A. Mitis	SANDELL, WIELER & CO.	On 17th inst.
NEW YORK via SUEZ CANAL	AFGHANISTAN	Brit. str.	—	Peterson	DODWELL & CO. LIMITED	On or about 15th inst.
NEW YORK via SUEZ CANAL	ACANA	Brit. str.	—	G. E. Elliot	SHEWAN, TOMES & CO.	On or about 4th Aug.
NEW YORK via SUEZ CANAL	ALBERGA	Brit. str.	—	H. Pybus, R.N.R.	DODWELL & CO. LIMITED	On 28th inst.
VICTORIA, B.C., & TACOMA v. AMOY, &c	BRISCONSHIRE	Brit. str.	—	G. A. Lee, R.N.R.	CANADIAN PACIFIC R. CO.	On or about 11th Aug.
VICTORIA & VANCOUVER, B.C. via MOJI, &c	TARTAN	Brit. str.	—	J. Kennedy	CANADIAN PACIFIC R. CO.	On 18th inst.
VANCOUVER, via SHANGHAI, &c	EMPEROR OF JAPAN	Brit. str.	—	—	DODWELL & CO. LIMITED	On 4th Aug.
PORTLAND, OREGON, &c	MONMOUTHSHIRE	Brit. str.	—	—	O. & O. S. S. Co.	On 14th inst. at Daylight.
SAN FRANCISCO via SHANGHAI, &c	HONGKONG MARU	Jap. str.	—	—	PACIFIC MAIL S. S. Co.	On 21st inst. at Noon.
SAN FRANCISCO via SHANGHAI, &c	CHINA	Amr. str.	—	—	BUTTERFIELD & SWIRE	On 31st inst. at Noon.
SAN FRANCISCO via SHANGHAI, &c	CARLEISLE CITY	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 6th Aug.
SAN DIEGO, &c, via FOCHOOW, KOBE, &c	CHINGTU	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 16th inst.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 27th inst. at 4 P.M.
AUSTRALIAN PORTS	EASTERN	Brit. str.	—	—	GIBB, LIVINGSTON & CO.	On 27th inst. at 4 P.M.
AUSTRALIAN PORTS	ROSETTA	Brit. str.	—	—	P. & O. S. N. Co.	On 9th Aug. at 5 P.M.
YOKOHAMA, &c, via NAGASAKI & KOBE	TIENSIN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On or about 21st inst.
YOKOHAMA, &c, via NAGASAKI & KOBE	SHINANO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
NAGASAKI, MOJI, KURE, KOBE & YAMANA	KASUGA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 21st inst. at Noon.
NAGASAKI, MOJI, KURE, KOBE & YAMANA	MIKASA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 17th inst.
SHIMONOSEKI	COMMANDEUR	Brit. str.	—	—	P. & O. S. N. Co.	On or about 20th inst.
SHANGHAI	THALES	Brit. str.	—	—	DOUGLAS LARRAIE & CO.	To-day, at 5 P.M.
SWATOW & AMOY	HAITAN	Brit. str.	—	—	DOUGLAS LARRAIE & CO.	On 15th inst. at Daylight.
SWATOW, AMOY & FOCHOOW	TAMUI MARU	Jap. str.	—	—	DOUGLAS LARRAIE & CO.	On 25th inst. at Daylight.
SWATOW, AMOY & TAMSUI	ANPING MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	To-morrow.
SWATOW, AMOY & TAIWANFOO	TELEMACHUS	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-day, at 4 P.M.
AMOY	YUENSAUNG	Brit. str.	—	—	SHEWAN TOMES & CO.	On 16th inst.
MANILA	ESMERALDA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 16th inst. at 4 P.M.
MANILA DIRECT	CHINGTU	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 17th inst. at 5 P.M.
MANILA	TAIWAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 18th inst. at 4 P.M.
MANILA DIRECT	DIAMANTE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 18th inst. at 4 P.M.
MANILA	SUNGIANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 18th inst. at 4 P.M.
CEBU & ILOILO	KAIFONG	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at Noon.
SINGAPORE, PENANG & CALCUTTA	CHERYLDA	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at Noon.
SAMARANG & SOERABAYA	HANGCHOW	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at Noon.

SHIPPING.

ARRIVALS.
 July 10, ESMERALDA, British str., 966, G. T. Blackland, Manila 7th July. Ballast.—SHEWAN, TOMES & CO.
 July 10, LYEMOON, German str., 1,238, G. Heuermann, Shanghai 7th July. General.—SHEWAN & CO.
 July 10, LINDHOLM, British str., 1,048, Purkiss, Canton 9th July. General.—JARDINE, MATHESON & CO.
 July 10, HERMES, Norwegian str., 849, Jensen, Canton 9th July. General.—JARDINE, MATHESON & CO.
 July 11, APENRADE, German str., 611, Bendixen, Haiphong and Hanoi 10th July. General.—JENSEN & CO.
 July 11, TELEMACHUS, British str., 1,379, Sawyers, Penang 1st July and Singapore 4th. General.—BUTTERFIELD & SWIRE.
 July 11, PALANCO, British troopship, 1,500, Windbank, Calcutta 30th June.
 July 11, PYRRHUS, British str., 2,281, J. Morrison, Moji 5th July. Coal.—BUTTERFIELD & SWIRE.
 July 11, HAITAN, British str., 1,183, Reoch, Foochow, Amoy and Swatow 10th July. General.—DOUGLAS LARRAIE & CO.
 July 11, KAMAKURA MARU, Jap. str., 3,798, H. Peterson, Yokohama 30th June. General.—NIPPON YUSEN KAISHA.
 July 11, ALGOA, British str., 7,575, F. G. Hansford, San Francisco via Ports 1st June. General.—P. M. S. S. Co.
 July 11, ANPING, British str., 1,159, Barlow, Shanghai 8th July. Beans and Bean Oil.—CHINESE.
 July 11, EASTERN, British str., 3,600, Winthrop Ellis, Sydney 16th June. General.—GIBB, LIVINGSTON & CO.
 July 11, TAICHONG, German str., 828, H. Ahrens, Delh 3rd July. Ballast.—MEYER & CO.

CLEARANCES.

At the Harbour Master's Office.
 11th July.
 Taiyo Maru, Japanese str., for Chofoo.
 Halatia, German str., for Shanghai.
 Lyemmoen, German str., for Canton.
 Menelaus, British str., for London.
 Kurdistana, British str., for Shanghai.
 Demawongae, British str., for Swatow.

DEPARTURES.

July 11, HUE, French str., for Kwong-chow-wan.
 July 11, BENALDER, British str., for London.
 July 11, NATUNA, Danish str., for Hongkong.
 July 11, ANPING MARU, Jap. str., for Swatow.
 July 11, HERMES, Norw. str., for Hongkong.
 July 11, TAISHUN, Amr. str., for Shanghai.
 July 11, TERREIR, Norw. str., for Bangkok.

VESSELS IN DOCK.

ABERDEEN DOCK.—U.S.S. Monterey, Chang-sha, Chientiao, Menmor, Terrier, Argus.
 COSMOPOLITAN DOCK.—Goodwin.

SHIPPING REPORTS.

The British steamer *Esmeralda*, from Manila 1st July, had light to fresh breeze from S.W. with rain squalls.
 The British steamer *Pyrrhus*, from Moji 5th July, had variable from Japan to Turnabout; thence fresh S.W. monsoon to port.
 The British steamer *Eastern*, from Sydney 16th June, experienced fine weather throughout the voyage. On the same across from Manila experienced moderate to fresh southerly wind and sea with fine, clear weather.
 The British steamer *Haitan*, from Coast Ports 10th July, had fine weather. Steamers in Foochow—*Chingtu* and *Benalder*. In Amoy—*New-cheng*, *Piccola*, *Glenfaloch* and *Bellerophon*. In Swatow—*Whampoa* and *Chitli*.

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
 FOR SINGAPORE, PENANG AND CALCUTTA.
 THE Company's Steamship
 "CHERYLDA,"
 Captain Davies, will be despatched as above TO-DAY, the 12th inst. at Noon.
 For Freight or Passage, apply to
 JARDINE, MATHESON & CO.,
 General Managers.
 Hongkong, 4th July, 1900. [1900]

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
 FOR MANILA.
 THE Company's Steamship
 "YUENSAUNG,"
 Captain Rolfe, will be despatched as above TO-DAY, the 12th inst. at 4 P.M.
 This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.
 For Freight or Passage, apply to
 JARDINE, MATHESON & CO.,
 General Managers.
 Hongkong, 7th July, 1900. [1936]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.
 FOR MANILA (DIRECT).
 THE Company's Steamship
 "ESMERALDA,"
 Captain Blackland, will be despatched as above TO-DAY, the 12th inst. at 5 P.M.
 The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.
 A doctor is carried.
 For Freight or Passage, apply to
 SHEWAN TOMES & CO.,
 General Managers.
 Hongkong, 9th July, 1900. [1842]

CHINA NAVIGATION COMPANY, LIMITED.
 FOR YOKOHAMA AND KOBE.
 THE Company's Steamship
 "TIENSIN,"
 will be despatched as above TO-MORROW, the 13th inst. at Noon.
 For Freight or Passage, apply to
 BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 10th July, 1900. [1925]

CHINA NAVIGATION COMPANY, LIMITED.
 FOR SAMARANG AND SOERABAYA.
 THE Company's Steamship
 "HANGCHOW,"
 Captain Pearce, will be despatched as above TO-MORROW, the 13th inst. at Noon.
 For Freight or Passage, apply to
 BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 10th July, 1900. [1932]

THE OSAKA SHOSUN KAISHA, LIMITED.
 FOR SWATOW, AMOY, AND TAMSUI.
 THE Company's Steamship
 "TAMUI MARU,"
 Captain H. Nagata, will be despatched for the above ports on SUNDAY, the 15th inst. at DAYLIGHT.
 For Freight or Passage, apply to
 THE MITSUI BUSSAN KAISHA,
 Agents.
 Hongkong, 9th July, 1900. [15]

FOR NEW YORK VIA SUEZ CANAL.
 THE Steamship
 "AFGHANISTAN,"
 will be despatched for the above port about the 15th July, and
 Steamship
 "SIKH,"
 For Freight, apply to
 DODWELL & CO., LD.,
 Agents.
 Hongkong, 4th July, 1900. [164]

CHINA NAVIGATION COMPANY, LIMITED.
 FOR MANILA.
 THE Company's Steamship
 "TAIWAN,"
 Captain Harder, will be despatched as above on MONDAY, the 16th inst. at 4 P.M.
 For Passage, apply to
 BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 6th July, 1900. [1826]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.				FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.			
Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
BRECONSHIRE	3,567	G. E. Elliott	July 28	MONSHIRE	2,872	J. Kennedy	Aug. 4
VICTORIA	3,502	J. Panton	Aug. 7	BRANMAR	3,601	W. Watt	Aug. 25
QUEEN ADELARDE	2,832	F. McNair	Aug. 20	ARBYLL	2,907	W. S. Thomson	Sept. 20
DUKE OF FIFE	3,821	J. S. Cox	Sept. 5	MONSHIRE	2,872	J. Kennedy	Oct. 20

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Excellent accommodation. First class Table. Doctor and STEWARDESSE carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES. HONGKONG to NEW YORK, £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery to the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route HONGKONG to VICTORIA, TACOMA, or PORTLAND, £28.

The best route to the KODIAC GOLD FIELDS. Frequent sailings from VICTORIA, TACOMA and PORTLAND to DYER and ST. MICHAEL.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services. Through Bills of Lading issued to Pacific Coast Points and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded via that port and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, Goods shipped by that route.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

Enter of Passage to other Points on application. Special rates allowed to members of Government Services. For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents. Hongkong, 24th May, 1900. [10]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO RAIL ON	REMARKS.
LONDON	CANTON	—	—
—	C. F. Lockstone, R.N.R.	About 13th July	Freight or Passage.
SHANGHAI	COROMANDEL	—	—
—	F. W. Yibert, R.N.R.	About 20th July	Freight or Passage.
LONDON, &c	VALETTA	—	—
—	F. N. Tiltard	Noon, 21st July	See Special Advertisement.

YOKOHAMA via NA-ROSETTA (About 21st) (Passing through the Inland Sea).
 GASKI and KOBE C. C. Talbot, R.N.R. July Sea. Freight or Passage.

For Further Particulars, apply to
 A. M. MARSHALL, Acting Superintendent.
 Hongkong, 27th March, 1900. [1]

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
KAMAKURA MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 13th July, at DAYLIGHT.
SHINANO MARU	NAGASAKI, MOJI, KURE, KOBE and YOKOHAMA	FRIDAY, 13th July, at 4 P.M.
MIKASA MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 17th July.
KASUGA MARU	NAGASAKI, KOBE & YOKOHAMA	THURSDAY, 21st July, at NOON.
HITACHI MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 27th July, at DAYLIGHT.
YAWATA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE	FRIDAY, 27th July, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Cluster Road. A. S. MIHARA, Manager. Hongkong, 10th July, 1900. [12]

VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERICA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
BAYERN	—	THURSDAY 12th July
STUTTGART	—	THURSDAY 26th July
KONIG ALBERT	—	THURSDAY 9th August
WEIMAR	—	THURSDAY 23rd August
PRINZ HEINRICH	—	THURSDAY 6th September
PREUSSEN	—	THURSDAY 20th September
HAMBURG (Hamburg-Amerika Linie)	—	WEDNESDAY 3rd October
SACHSEN	—	WEDNESDAY 17th October
OLDENBURG	—	WEDNESDAY 31st October
BAYERN	—	WEDNESDAY 14th November
STUTTGART	—	WEDNESDAY 28th November
KONIG ALBERT	—	WEDNESDAY 12th December
PRINZ HEINRICH	—	WEDNESDAY 26th December

ON THURSDAY, the 12th day of July, 1900, at Noon, the Steamship "BAYERN," of the NORDDEUTSCHER LLOYD, Captain H. Blecker, with MAILES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on TUESDAY, the 10th July. Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 11th July, and Parcels will be received at the Agency's Office until NOON, on WEDNESDAY, the 11th July.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardess. Liners can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
 AGENTS.

Hongkong, 29th June, 1900.

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

(FREIGHT SERVICE).

(FREIGHT SERVICE).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
WITTENBERG	HAVRE & HAMBURG (London with transshipment in Hamburg)	On 16th July Freight.
SAVOIA	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 7th Aug. Freight and Passage.
NURNBERG	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 26th Aug. Freight.
SIBIRIA	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 4th Sept. Freight and Passage.
MARBURG	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 15th Sept. Freight.

*These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.
 For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ & CO.,
 AGENTS.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.
 Hongkong, 6th July, 1900. [13]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 Twin Screw Steamships—3,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
 (SUBJECT TO ALTERATION.)

"EMPEROR OF JAPAN" Comdr. G. A. Lee, R.N.R. WEDNESDAY, 18th July, 1900.
 "EMPEROR OF CHINA" Comdr. B. Archibald, R.N.R. WEDNESDAY, 8th Aug., 1900.
 "EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 26th Aug., 1900.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-

VESSELS ON THE BERTH

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed sailings from Hongkong.

GABLIC (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, July 14, at DAYLIGHT.

DONIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Aug. 7, at NOON.

CORPIO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Sept. 1, at NOON.

The Company's Steamship "GABLIC" will be despatched for SAN FRANCISCO via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 14th July, 1900, at DAYLIGHT.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 6th July, 1900. [4]

CHINA NAVIGATION COMPANY, LIMITED.

FOR THURSDAY ISLAND, COOKTOWN, TOWNVILLE, BRISBANE, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIWAN."

Captain Hurd, will be despatched as above on MONDAY, the 16th inst., at 4 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th July, 1900. [1927]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"DIAMANTE."

will be despatched as above on TUESDAY, the 17th inst., at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with the Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 9th July, 1900. [1937]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHIMONOSEKI.

THE Company's Steamship

"PAKHOI."

will be despatched as above on THURSDAY, the 19th inst., at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th July, 1900. [1938]

CANADIAN PACIFIC RAILWAY COMPANY.

FOR PACIFIC COAST, CANADA AND THE UNITED STATES.

THE C. P. R. Company's Steamship

"TARTAR." Commander H. PYBUS, R.N.R.

Will be despatched on or about Saturday, 11th AUGUST, 1900.

For VICTORIA and VANCOUVER, B.C., via MONTREAL and SHANGHAI if sufficient inducement offers.

The Vessel has excellent accommodation for Saloon Passengers.

Through Passage Tickets issued to all points. Through Bills of Lading issued to Pacific Coast, Canada and the United States.

For information as to rates of Freight and Passage, &c., apply to

D. E. BROWN, General Agent.

Hongkong, 5th July, 1900. [1911]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(Ran M. SLOAN & Co., Hamburg)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ALBENGA."

Capt. Petersen, will be despatched for the above port on or about 4th August.

For Freight, apply to CARLOWITZ & CO., Agents.

Hongkong, 12th July, 1900. [1917]

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"VALETTA."

Captain F. N. TILDER, carrying Her Majesty's Mail, will be despatched from this port for Bombay on SATURDAY, the 21st July, 1900, at Noon, taking passengers and cargo for the above ports. Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to A. H. MASHALL, Acting Superintendent, Hongkong, 9th July, 1900. [1]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, July 21, 1900, at NOON.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Aug. 16, 1900, at NOON.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 11, 1900, at NOON.

THE Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 21st July, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 6th July, 1900. [3]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE

ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO

AND SAN FRANCISCO,

VIA INLAND SEA OF JAPAN AND

HONOLULU.

TAKING CARGO AND PASSENGERS

TO JAPAN PORTS AND

HONOLULU.

THE UNITED STATES,

MEXICO, CENTRAL AND SOUTH

AMERICA, &c.

S.S. "CARLEISLE CITY" About 6th Aug.

S.S. "SHEWAN" About 16th Sept.

THE Steamship "CARLEISLE CITY"

will be despatched for SHANGHAI

MOJI, KOBE, YOKOHAMA, SAN DIEGO

AND SAN FRANCISCO, on MONDAY, the

6th August.

Through Bills of Lading issued to any point

in the United States.

Cargo will be received on board until 5 P.M.

the day previous to sailing. Parcel Packages

will be received at the Office until the same

time. All parcels should be marked to address

in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th July, 1900. [14]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Towns, Port Darwin and Queens-
land Ports, and taking through Cargo to
ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN."

Captain Ellis will be despatched for the above ports on THURSDAY, the 9th August, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.E. Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 5th July, 1900. [1912]

VESSELS ON THE BERTH

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, July 31, at Noon.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Aug. 25, at Noon.

CITY OF Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 18, at Noon.

THE Company's Steamship "CHINA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 31st July, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 6th July, 1900. [3]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE

ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO

AND SAN FRANCISCO,

VIA INLAND SEA OF JAPAN AND

HONOLULU.

TAKING CARGO AND PASSENGERS

TO JAPAN PORTS AND

HONOLULU.

THE UNITED STATES,

MEXICO, CENTRAL AND SOUTH

AMERICA, &c.

S.S. "CARLEISLE CITY" About 6th Aug.

S.S. "SHEWAN" About 16th Sept.

THE Steamship "CARLEISLE CITY"

will be despatched for SHANGHAI

MOJI, KOBE, YOKOHAMA, SAN DIEGO

AND SAN FRANCISCO, on MONDAY, the

6th August.

Through Bills of Lading issued to any point

in the United States.

Cargo will be received on board until 5 P.M.

the day previous to sailing. Parcel Packages

will be received at the Office until the same

time. All parcels should be marked to address

in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th July, 1900. [14]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Towns, Port Darwin and Queens-
land Ports, and taking through Cargo to
ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN."

Captain Ellis will be despatched for the above ports on THURSDAY, the 9th August, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.E. Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 5th July, 1900. [1912]

VESSELS ON THE BERTH

NATAL LINE OF STEAMERS.

THE Undersecretary GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars, apply to

TODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 4th August, 1897.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

GLENSHIRE, British bark, Burns—Sander, Miller & Co.

J. P. HITCHCOCK, Amr. ship, Gates—Siemens & Co.

HONGKONG. STEAMERS.

Alger, British str., 7,575, Hansford, July 11.

P. M. S. S. Co.

Amoy, British str., 1,150, Barlow, July 11.

Chinese

Apenrade, German str., 611, Bendixen, July 11.

Jebson & Co.

Amara, British steamer, 2,481, Phillips, June 29.

Standard Oil Co.

Changsha, British str., 1,463, Meers, May 29.

Butterfield & Swire

Chelydra, British str., 1,567, Davies, July 4.

Jardine, Matheson & Co.

Derawongse, German str., 1,957, Kumpel, July 5.

Butterfield & Swire

Eastern, British steamer, 3,600, Ellis, July 11.

Commander W. O. Lyne, Shanghai

Empress of Japan, British str., 5,904, Lee, July 10.

C. P. R. Co.

Esmeralda, British str., 966, Blackland, July 10.

Shewan, Tomes & Co.

Gaelic, British steamer, 2,691, Finch, July 4.

O. & S. S. Co.

Goodwin, British str., 2,832, Jackson, June 4.

Dodwell & Co., Limited

Milban, British steamer, 1,138, Roach, July 11.

Douglas Laprak & Co.

Mani, French steamer, 749, Pannier, July 5.

A. R. Marty

Holsatia, German steamer, 2,165, Bahl, July 8.

Siemens & Co.

Kamakura Maru, Jap. str., 3,795, Petersen, July 11.

Nippon Yusen Kaisha

Kusdanin, British str., 1,929, Todd, July 3.

Order

Lienahing, British str., 1,048, Purkis, July 5.

Jardine, Matheson & Co.

Loose, British str., 1,929, Jackson, July 7.

POST OFFICE NOTICES.

The Hongkong Mail, with the American Mail, dated San Francisco 14th June, left Shanghai on Tuesday, the 10th inst., at 8 a.m., and may be expected here to-morrow.

The Japan Mail, with the French Mail of the 15th June, left Singapore on Sunday, the 8th inst., at 9 a.m., and may be expected here on Saturday, the 15th inst. This Packet brings replies to letters despatched from Hongkong on the 12th May.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Singapore, Penang and Calcutta	Chetayra	Thurs. 12th, 10.00 A.M.
Manila, India via Tutuila	Bayern	Thurs. 12th, 10.00 A.M.
Manila, India via Tutuila	Bayern	Thurs. 12th, 10.00 A.M.
Manila, India via Tutuila	Bayern	Thurs. 12th, 10.00 A.M.
Manila, India via Tutuila	Bayern	Thurs. 12th, 10.00 A.M.
Manila, India via Tutuila	Bayern	Thurs. 12th, 10.00 A.M.
Manila, India via Tutuila	Bayern	Thurs. 12th, 10.00 A.M.
Manila, India via Tutuila	Bayern	Thurs. 12th, 10.00 A.M.
Manila, India via Tutuila	Bayern	Thurs. 12th, 10.00 A.M.
Manila, India via Tutuila	Bayern	Thurs. 12th, 10.00 A.M.

AMOI, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO.

EUROPE, India via Tutuila.

Manila, India via Tutuila.

Manila, India via Tutuila.

Manila, India via Tutuila.

Manila, India via Tutuila.

Manila, India via Tutuila.

Manila, India via Tutuila.

Manila, India via Tutuila.

Manila, India via Tutuila.

Manila, India via Tutuila.

Manila, India via Tutuila.

Manila, India via Tutuila.

Manila, India via Tutuila.

Manila, India via Tutuila.

Manila, India via Tutuila.

Manila, India via Tutuila.

Manila, India via Tutuila.

Manila, India via Tutuila.

Manila, India via Tutuila.

Manila, India via Tutuila.

Manila, India via Tutuila.

Manila, India via Tutuila.

Manila, India via Tutuila.

Manila, India via Tutuila.

Manila, India via Tutuila.

Manila, India via Tutuila.

Manila, India via Tutuila.

Manila, India via Tutuila.

Manila, India via Tutuila.

Manila, India via Tutuila.

Manila, India via Tutuila.

Manila, India via Tutuila.

Manila, India via Tutuila.

Manila, India via Tutuila.

Manila, India via Tutuila.

Manila, India via Tutuila.

Manila, India via Tutuila.

Manila, India via Tutuila.

Manila, India via Tutuila.

Manila, India via Tutuila.

COMMERCIAL.

CLOSING QUOTATIONS.

WEDNESDAY, 11th July.

EXCHANGE.

ON LONDON.

Telegraphic Transfer 1/11 1/2

Bank Bills, on demand 1/11 1/2

Bank Bills, at 30 days sight 2/0

Bank Bills, at 4 months sight 2/0 1/2

Credits, at 4 months sight 2/0 1/2

Documentary Bills, at 4 months sight 2/0 1/2

ON PARIS.

Bank Bills, on demand 2/50

Credits, at 4 months sight 2/55

ON GERMANY.

On demand 2/63 1/2

ON NEW YORK.

Bank Bills, on demand 48 1/2

Credits, at 60 days sight 49 1/2

ON BOMBAY.

Telegraphic Transfer 149 1/2

Bank, on demand 149 1/2

ON CALCUTTA.

Telegraphic Transfer 149 1/2

Bank, on demand 149 1/2

ON SHANGHAI.

Bank, at sight 71

Private, 30 days sight 72

ON YOKOHAMA.

On demand 24 p.c.m.

ON MANILA.

On demand 24 p.c.m.

ON SINGAPORE.

On demand 4 p.c.m.

ON HONGKONG.

On demand 119 1/2

ON HAIKONG.

On demand 3 p.c.m.

ON SINGAPORE.

On demand 24 p.c.m.

ON HONGKONG.

On demand 60

SOVEREIGNS, Bank's Buying Rate 4.94

GOLD LEAF, 100 fine, per tael 53.25

BAR SILVER, per oz. 28 1/2

QUOTATIONS are—

Allow 1/2 cent. to 1 catty.

Malva New 88.00 to 89.00 per picul.

Malva Old 89.00 to 90.00

Malva Older 89.00 to 90.00

P. P. per-wrapped 87.00 to 88.00

Persian fine quality 90.00 to 91.00

Persian extra fine 92.00 to 93.00

Patna New 94.00 to 95.00 per chest.

Patna Old 94.00 to 95.00

Benares New 94.00 to 95.00

Benares Old 94.00 to 95.00

VESSELS EXPECTED.

THE FRENCH MAIL.

The M. M. steamer Anna, with the outward

French Mail, left Singapore on Sunday, the

8th inst., at 9 a.m., for this port via Saigon.

THE CANADIAN MAIL.

The C. P. R. steamer Empress of India

left Nagsaki on Monday, 2nd July, for Hong-

kong via usual ports of call.

THE AUSTRALIAN MAIL.

The E. & A. steamer Eastern, from Sydney,

left Port Darwin on 29th ult. for Timor and

Hongkong.

THE AMERICAN MAIL.

The P. M. steamer China, with Mails, &c.,

left San Francisco for this port via Honolulu,

Yokohama, Inland Sea, Kobe, Nagasaki and

Shanghai on the 25th ult.

The U. S. steamer Doric, with mails, &c.,

left San Francisco for this port via Honolulu,

Yokohama, Inland Sea, Kobe, Nagasaki and

Shanghai on the 30th ult.

MERCHANT STEAMERS.

The H. A. L. steamer Verona, from New

York, left Singapore for this port on the 7th

inst., and is due here on or about the 12th inst.

The China Mutual steamer Teikoku, from

Glasgow and Liverpool, is due at this port on

the 12th inst.

The N. Y. K. steamer Shinano Maru (Eu-

ropean Line) left Singapore for this port on the

6th inst., and is expected to arrive here on the

12th inst.

The N. Y. K. steamer *Mika Maru* (Bomby Line) left Singapore for this port on the 7th inst., and is expected to arrive here on the 13th inst.

The steamer *Eva*, from Hamburg, left Singapore for this port on the 8th inst., and may be expected here on or about the 14th inst.

The N. P. steamer *Quebec*, a *Delaware* sailed from Tacoma for Japan and Hongkong on the 24th ult.

The steamer *Lightning*, from Calcutta, left Singapore for this port on Friday afternoon, the 6th inst.

The Australian Lloyd's steamer *Trieste* left Mofu for this port on 9th inst. at 4 a.m.

The C. & O. steamer *Caroline City* left Portland for Hongkong on the 28th June via ports of call.

OUTWARD.—23rd May.—*Vindobona*, Köln, Salsburg, 30th May.—*Araya*, Dresden, 2nd June.—*Donglos*, 9th June.—*Eraserby*, P. Ferdinand, Malacca, 13th June.—*Arab*, Izon, Clio, Courie, 16th June.—*Arab*, Orestos, Skianio Maru, 20th June.—*Glenartney*, Teakati, 23rd June.—*Serbia*, Rhipens, 27th June.—*Sado*, Maru, Alevin, Anan, 29th June.—*Glaucus*, Bamberg, Glenest, Nürnberg, Java, Broadway, 3rd July.—*China*, Indonensis, Kofre, Menure, Larvina, 6th July.—*Ernest Simon*, Pen-talun, Anapa, Kichide, Emma, Patruca, Homsward, 10th July.—*China*, 2nd June.—*Maachon*, 16th June.—*St. Regulus*, 27th June.—*Japan*, 3rd July.—*Yakata Maru*, Opack.

PASSENGERS.

Per *Lyceum*, from Shanghai, 213 Chinese.

Per *Haidan*, from Coast Ports, Rev. W. S. Walsh and Mr. C. J. Wood.

Per *Kamukura Maru*, from Yokohama, Mr. Pasmore, Mr. and Mrs. C. Marshall, Messrs. Kohn and G. Harting.

Per *Eastern*, from Australia, Messrs. J. P. Duff, K. J. C. Crossley, F. M. Paton, C. H. Cowan, Mr. and Mrs. Crawford, Doctor Westbrook, Mr. J. B. Gonsalves, Mrs. Miss and Master Gonsalves, Messrs. Jose a Borges, R. D. Webster, Leslie Priestley, Rev. E. S. Wilkinson, Mrs. Wilkinson, Miss E. R. Mitchell, Mr. J. F. T. and Mrs. Smith, Mr. Justice and Mrs. Power, Messrs. E. A. Douglas, Eric Fraser, Mrs. Moore-Mason, Messrs. J. C. Brown, J. Ross, T. X. B. Gonsalves, M. C. Machan, M. S. d'Oliveira and F. X. de Barros.

CARMICHAEL & BARLOW, CONSULTING ENGINEERS, SURVEYORS, AND CONTRACTORS. QUEEN'S BUILDINGS.

DESIGNS and Specifications prepared for any class of Steamships. Launches and light-draught vessels a speciality. Contractors for the supply and erecting of any type of machinery. New work and repairs supervised. New and second hand Launches for Sale. Telegrams, Cables, Hongkong.

H. F. CARMICHAEL, B. J. BARLOW.

WING CHEONG. Dealers in JEWELRY, PEARLS, DIAMONDS, CURIOUS, JADESTONEWARE, CARVED IVORYWARE, SILKS, and GRASS CLOTHS.

GENERAL EXPORTERS. We beg to inform the Ladies and Gentlemen of this Colony that we commenced business on the 11th April, 1900, and we solicit their kind patronage.

Nos. 1 & 3, D'AGUIAR STREET. Behind Hongkong Dispensary. Hongkong, 5th April, 1900.

FOR SALE. From Hongkong to Wuchow, Showing the Ports and Calling Places. Opened to Foreign Trade, 1897. Published at Daily Press Office. Price 25 Cents Cash. Hongkong, 1st April, 1897.

MAP OF THE SIKIANG or WEST RIVER. From Hongkong to Wuchow, Showing the Ports and Calling Places. Opened to Foreign Trade, 1897. Published at Daily Press Office. Price 25 Cents Cash. Hongkong, 1st April, 1897.

THE HONGKONG DAILY PRESS. BOUND VOLUMES of the HONGKONG WEEKLY PRESS. Price 75.00. Hongkong Daily Press Office. Hongkong, 2nd July, 1900.

QUAN WAH & CO., DEALERS IN ITALIAN MARBLE AND GRANITE MONUMENTS. DESIGNS & PRICES on APPLICATION. at No. 1, Queen's Road East, Hongkong. Hongkong, 17th October, 1899.

NOW READY. BOUND VOLUMES of the HONGKONG WEEKLY PRESS. Price 75.00. Hongkong Daily Press Office. Hongkong, 2nd July, 1900.

THE HONGKONG DAILY PRESS. BOUND VOLUMES of the HONGKONG WEEKLY PRESS. Price 75.00. Hongkong Daily Press Office. Hongkong, 2nd July, 1900.

THE HONGKONG DAILY PRESS. BOUND VOLUMES of the HONGKONG WEEKLY PRESS. Price 75.00. Hongkong Daily Press Office. Hongkong, 2nd July, 1900.

THE HONGKONG DAILY PRESS. BOUND VOLUMES of the HONGKONG WEEKLY PRESS. Price 75.00. Hongkong Daily Press Office. Hongkong, 2nd July, 1900.

THE HONGKONG DAILY PRESS. BOUND VOLUMES of the HONGKONG WEEKLY PRESS. Price 75.00. Hongkong Daily Press Office. Hongkong, 2nd July, 1900.

THE HONGKONG DAILY PRESS. BOUND VOLUMES of the HONGKONG WEEKLY PRESS. Price 75.00. Hongkong Daily Press Office. Hongkong, 2nd July, 1900.

THE HONGKONG DAILY PRESS. BOUND VOLUMES of the HONGKONG WEEKLY PRESS. Price 75.00. Hongkong Daily Press Office. Hongkong, 2nd July, 1900.

JOINT STOCK SHARES.

Stocks. No. of Shares. Issue Paid. Last Dividend. Closing Quotations.

HONGKONG AND SHANGHAI BANKING CORPORATION. 80,000. \$125. 125. 30 p. ct. pr. = \$300.

BANK OF CHINA & JAPAN, Ltd. 1,000,000. 25. 25. 25 p. ct. pr. = \$25.

NATIONAL BANK OF CHINA, Ltd. 1,000,000. 25. 25. 25 p. ct. pr. = \$25.

MANHATTAN INSURANCE CO., Ltd. 10,000. 25. 25. 25 p. ct. pr. = \$25.

UNION MARINE INSURANCE CO., Ltd. 10,000. 25. 25. 25 p. ct. pr. = \$25.

SHANGHAI INSURANCE CO., Ltd. 10,000. 25. 25. 25 p. ct. pr. = \$25.

SHANGHAI INSURANCE CO., Ltd. 10,000. 25. 25. 25 p. ct. pr. = \$25.

SHANGHAI INSURANCE CO., Ltd. 10,000. 25. 25. 25 p. ct. pr. = \$25.

SHANGHAI INSURANCE CO., Ltd. 10,000. 25. 25. 25 p. ct. pr. = \$25.

SHANGHAI INSURANCE CO., Ltd. 10,000. 25. 25. 25 p. ct. pr. = \$25.

SHANGHAI INSURANCE CO., Ltd. 10,000. 25. 25. 25 p. ct. pr. = \$25.

SHANGHAI INSURANCE CO., Ltd. 10,000. 25. 25. 25 p. ct. pr. = \$25.

SHANGHAI INSURANCE CO., Ltd. 10,000. 25. 25. 25 p. ct. pr. = \$25.

SHANGHAI INSURANCE CO., Ltd. 10,000. 25. 25. 25 p. ct. pr. = \$25.

SHANGHAI INSURANCE CO., Ltd. 10,000. 25. 25. 25 p. ct. pr. = \$25.

SHANGHAI INSURANCE CO., Ltd. 10,000. 25. 25. 25 p. ct. pr. = \$25.

SHANGHAI INSURANCE CO., Ltd. 10,000. 25. 25. 25 p. ct. pr. = \$25.

SHANGHAI INSURANCE CO., Ltd. 10,000. 25. 25. 25 p. ct. pr. = \$25.

SHANGHAI INSURANCE CO., Ltd. 10,000. 25. 25. 25 p. ct. pr. = \$25.

SHANGHAI INSURANCE CO., Ltd. 10,000. 25. 25. 25 p. ct. pr. = \$25.

SHANGHAI INSURANCE CO., Ltd. 10,000. 25. 25. 25 p. ct. pr. = \$25.

SHANGHAI INSURANCE CO., Ltd. 10,000. 25. 25. 25 p. ct. pr. = \$25.

SHANGHAI INSURANCE CO., Ltd. 10,000. 25. 25. 25 p. ct. pr. = \$25.

SHANGHAI INSURANCE CO., Ltd. 10,000. 25. 25. 25 p. ct. pr. = \$25.

SHANGHAI INSURANCE CO., Ltd. 10,000. 25. 25. 25 p. ct. pr. = \$25.

SHANGHAI INSURANCE CO., Ltd. 10,000. 25. 25. 25 p. ct. pr. = \$25.

SHANGHAI INSURANCE CO., Ltd. 10,000. 25. 25. 25 p. ct. pr. = \$25.

SHANGHAI INSURANCE CO., Ltd. 10,000. 25. 25. 25 p. ct. pr. = \$25.

SHANGHAI INSURANCE CO., Ltd. 10,000. 25. 25. 25 p. ct. pr. = \$25.

SHANGHAI INSURANCE CO., Ltd. 10,000. 25. 25. 25 p. ct. pr. = \$25.

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 10th JULY, P.M.

STATION. Hongkong.

Barometer. 29.78.

Thermometer. 29.78.

Humidity. 29.78.

Wind. 29.78.

Weather. 29.78.

11th JULY, A.M.

Barometer. 29.78.

Thermometer. 29.78.

Humidity. 29.78.

Wind. 29.78.

Weather. 29.78.

12th JULY, A.M.

Barometer. 29.78.

Thermometer. 29.78.

Humidity. 29.78.

Wind. 29.78.

Weather. 29.78.

12th JULY, P.M.

Barometer. 29.78.

Thermometer. 29.78.

Humidity. 29.78.

Wind. 29.78.

Weather. 29.78.

12th JULY, A.M.

Barometer. 29.78.

Thermometer. 29.78.

Humidity. 29.78.

Wind. 29.78.

Weather. 29.78.

VISITORS AT HOTELS.

HONGKONG HOTELS.

Mr. W. A. Adams. Mr. J. H. Aitken.

Mr. J. H. Aitken. Mr. J. H. Aitken.

Mr. J. H. Aitken. Mr. J. H. Aitken.

Mr. J. H. Aitken. Mr. J. H. Aitken.

Mr. J. H. Aitken. Mr. J. H. Aitken.

Mr. J. H. Aitken. Mr. J. H. Aitken.

Mr. J. H. Aitken. Mr. J. H. Aitken.

Mr. J. H. Aitken. Mr. J. H. Aitken.

Mr. J. H. Aitken. Mr. J. H. Aitken.

Mr. J. H. Aitken. Mr. J. H. Aitken.

Mr. J. H. Aitken. Mr. J. H. Aitken.

Mr. J. H. Aitken. Mr. J. H. Aitken.

Mr. J. H. Aitken. Mr. J. H. Aitken.

Mr. J. H. Aitken. Mr. J. H. Aitken.

Mr. J. H. Aitken. Mr. J. H. Aitken.

Mr. J. H. Aitken. Mr. J. H